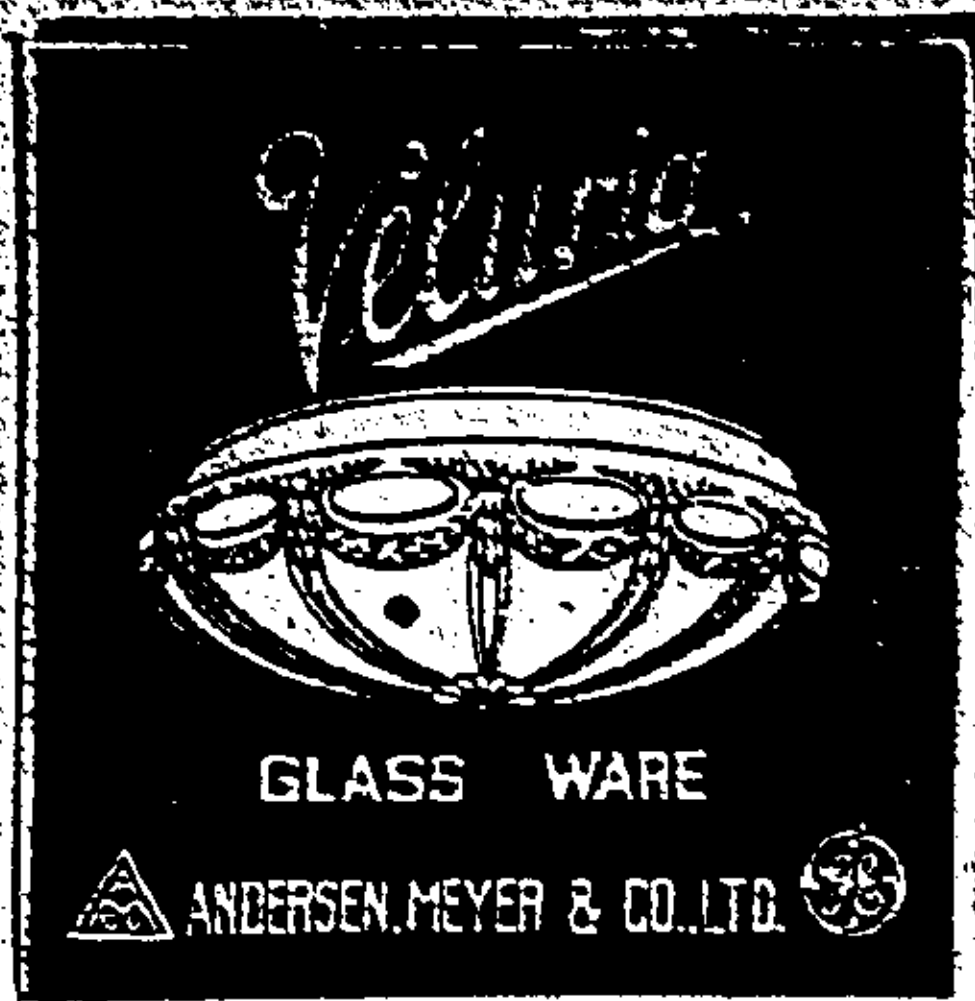




The Hongkong Telegraph.

(ESTABLISHED 1891)

68942 式拜禮六號十月九英港香

TUESDAY, SEPTEMBER 16, 1919.

日三十月七

SINGLE COPY: 10 CTS
\$5 PER ANNUM.

REUTER'S TELEGRAMS.

THE SHANTUNG QUESTION.

NEGOTIATIONS FOR IMMEDIATE RETURN TO CHINA.

Paris, September 13.
Considerable discussion was caused in Peace Conference circles by the report that negotiations are under way between Japan and China for the immediate return of Shantung. The latest information is that China will not negotiate directly with Japan for the return of Shantung.

Japanese circles in Paris state that the return of Shantung is considered a regular thing, but nothing can be done as long as China holds the trump card of not signing the Peace Treaty.—Havas.

FRENCH POLITICS.

WRANGLE OVER DISTRIBUTION OF VOTING PAPERS.

Paris, September 13.
An excited debate took place in the Chamber of Deputies on the proposal that the cost of printing and distributing voting papers and circulars at the General Elections should be paid by the taxpayers. The Minister of Finance opposed the scheme. The proposal was eventually rejected by the narrow majority of 14 votes.—Havas.

MANUFACTURE OF GERMAN GUNS.

ONLY UNDER PERMISSION OF ALLIES.

Paris, September 13.
M. Tardieu, in the Chamber of Deputies, said there was no need to worry over German guns, which would be manufactured only by the specific permission of the Allies, it being absurd to suppose that Germany would be allowed to amass guns.—Havas.

FRENCH STIRRED BY CARDINAL MERCIER'S PRONOUNCEMENT.

IS GERMANY PREPARING FOR REVENGE.

Paris, September 13.
Cardinal Mercier's pronouncement that Germany is preparing to obtain revenge has deeply impressed French public opinion. It is hoped the pronouncement will be a warning to President Wilson against further concessions to Germany.—Havas.

THE SYRIAN QUESTION.

FRANCE AND ENGLAND TO WORK HARMONIOUSLY.

Paris, September 13.
M. Clemenceau will see Mr. Lloyd George to-day and discuss the Syrian Question. It is believed the British Premier brings assurances that Great Britain desires to work in harmony with the French point of view.—Havas.

THE THUNDER OF "THE TIGER."

LACKING IN LATEST ALLIED REPLY TO GERMANY.

Paris, September 13.
The French papers state that the fresh Note the Supreme Council has decided to address to Germany is obviously not the thundering reply of M. Clemenceau's style.—Havas.

THE SILVER MARKET.

London, September 13.
Silver is quoted at 61½ ready and 59½ forward. The market is firm.

EARLIER TELEGRAMS.

THE SHANTUNG QUESTION.

Paris, Sept. 14.
It is declared with reference to the Sino-Japanese difficulties, that the Chinese Government has firmly resolved not to sign the Peace Treaty until Japan restores Shantung.

THE NOTORIOUS CAILLAUX.

Paris, Sept. 14.
Ex-Premier Caillaux has been removed to a nerve sanatorium on the application of his counsel.

THE KAISER HAS VISITORS.

Amsterdam, Sept. 14.
The ex-Crown Princess and her two children are visiting the ex-Kaiser at Amerongen for two or three days.

THE SILVER MARKET.

London, Sept. 13.
Silver is quoted 61½ and 59½, firm.

SPECIAL TELEGRAMS.

(From Our Own Correspondent.)

INCREASE IN PRICE OF RICE.

PANIC AMONG CHINESE.

Shanghai, September 16.
The sudden increase in the price of rice from seven to over nine Mexican dollars a picul has caused a panic among the Chinese.

THE WEISS MYSTERY.

LARGE REWARD FOR INFORMATION.

Shanghai, September 16.
The reward offered for information concerning the tragic death of Mr. Weiss has been increased to \$3,000.

BANK ROBBER ARRESTED.

DRAMATIC ESCAPE.

Singapore, September 15.
While Truong Vink Van, an Anamite was being arrested on board the "Duisamed" yesterday morning in the outer roads for an alleged theft of 9,000 francs from the Bangkok French Bank, he jumped overboard, and in spite of a search by the crew he was not found. 3,950 francs was found concealed in a looking glass in his cabin.

WEARY WILLIE BACK.

WEARIER THAN EVER AFTER FIVE YEARS OF—WHAT?

The human species known as the common tramp has reappeared in town and country. To the surprise of the workhouse master, but much more to his own surprise, he has survived five years of war.

Where he has been since 1914 not even the workhouse master knows. Many of the younger men, of course, were swept into the Army and made good, but the professional vagrant, the hardened sinner who knows every barn and chicken run in the home counties, the Weary type, too old for the Army and too lazy for munitions, has returned triumphantly to the land of his former wanderings, and is now carrying on as if there had been no war at all.

The tramp has completely knocked the bottom out of the

theory that things could never be the same after the war. The Pilgrims' Way, or any of the main roads that run parallel with it from Canterbury to Winchester, is one of his favourite "runs."

The war has left him perhaps a little more tired. He is inclined to sleep more by day and to roam less by night, but when it rains he is driven to ring the workhouse bell and to demand a night's rest in exchange for a little stone-breaking.

The parks and embankments will be open again to the London tramp, who will be able to sleep all day in unbroken oblivion. A type which everyone thought had disappeared was seen, squatting on the kerb on the Thames Embankment, with his personal kit wrapped up in a crownless straw hat.

He sat there in the midst of all the river pageantry with an air of perfect simplicity and innocence, regarding men and things with the meaningless eyes of a child.

MINISTERING CHILDREN'S LEAGUE.

APPRECIATION OF LONDON BRANCH.

Mrs. Lewis, Hon. Sec. for the Ministering Children's League, has just received the following letter from the M. C. L. London.

Dear Madam,

Your letter and report of your work have been sent to me as for the time being I am acting as Hon. Sec. for the League as well as for the H. M. S. owing to the Hon. Treasurer, Mr. Nott Bower, having passed away a few months ago.

Your report is most interesting and I am sending one copy to the lady who is editing the September magazine as I feel sure she will like to insert part of it.

We are indeed most grateful to overseas Branches for their most generous support.

Your Faithfully,

ISABELLE THOMSON.

P. S. Telegram re. our S. O. S. just arrived. Hardly know how to thank your Branch for such great liberality.

SHIPPING ITEMS.

The s.s. Chihli from Hongay came in this morning with 2,300 tons of coal.

The Loonsang consigned here from Manila 1,202 tons of general merchandise.

The Satanta, a British vessel, delivered yesterday, 6,100 tons of petroleum. She comes from San Francisco and her agents are the Standard Oil Company.

From Hoihow the Yangtse-kiang, a Chinese vessel, brought 720 tons of general cargo.

The motor steamer Pak Wo (Chinese), from Shanghai, delivered 795 tons of general cargo for Hongkong. She met with strong winds and rough sea.

The Yeterofu Maru brought a heavy cargo of 4,374 tons from Moji this morning. Her agents are the N.Y.K.

The Kasuga Maru consigned to this port 1,600 tons of coal from Karaku. Her agents are the Mitsui Bussan Kaisha.

The Kanju Maru from Keelung had a cargo of 1,539 tons of coal, while the Toyosaki Maru brought 2,420 tons.

FORGERY IN MACAO.

PORTUGUESE REPORTED ARRESTED.

Considerable excitement has been caused amongst the Macao officials during the past week by the discovery of a huge fraud in connection with the dredging work going on in the Harbour. It is reported that at least two Portuguese in the employ of the Macao Government have been arrested. The sum involved is stated to amount to over \$60,000. A later report states that the Bank National Ultramarino has been victimised to the extent of about \$44,000, within a few months, by accepting five pay orders, purporting to have been signed by the Superintendent of the Dredging Department. An abnormal expenditure on the part of the Department, during the period under notice, as shown by the monthly accounts, caused the Superintendent to have the accounts audited, with the result that suspicions of fraud were confirmed and investigations were set afoot. The result of these investigations brought to light the fact that the five pay orders had been forged. The police were accordingly notified, and they arrested a Chinese, who is charged with having presented the first of the five pay orders to the Bank. From information supplied to the police by this man, who appears to have turned King's Evidence, four Portuguese, employed in various branches of the Government service have been arrested and also another Chinese, who is supposed to have been convicted of forgery, and to have served a term of imprisonment in Hongkong. The accused men have all been committed for trial. It is believed that the fraud would have continued indefinitely had it not been for the investigation of the accounts by the Superintendent of the Dredging Department.

At a quarter to two this afternoon the Fire Brigade received a message that a few matchsheds at Appichau, on the island opposite Aberdeen, had caught fire. The fire float turned out and within an hour succeeded in putting out the conflagration. The damage is not serious.

TO-DAY'S EXCHANGE.

The closing rate of the dollar, on demand, to-day was 44/1 3/4-16d.

THE WEATHER.

Forecast—Fine. Barometer—29.90. Temperature 2 p.m.—61. Humidity 2 p.m.—40.

THE COINAGE DIFFICULTY IN MACAO.

CHINESE BANKERS RESUME BUSINESS.

We learn that the Chinese Bankers of Macao have now agreed to resume business, since the Portuguese Government is prepared to allow them to accept or refuse Portuguese Notes. It will be remembered that we reported last Tuesday that the Chinese Bankers had stopped business owing to the Portuguese Government issuing a notice to the effect that any refusal to accept a Portuguese Note at face value would be considered a criminal offence and liable to a fine of nine times the amount of the notes refused. Apparently, the Portuguese Government has withdrawn this dictum. We understand that the subsidiary coin position in Macao is much easier, the Hongkong coin being at par with Hongkong notes. The premium on Chinese coin, however, has appreciated to nine per cent, in dealings with Hongkong notes, therefore, the market people, ricksha coolies and other small shop keepers are asking about ten per cent, above market prices in anticipation of payment in Hongkong coin or notes.

MARINE COURT.

NO NAME ON A BOAT.

The owner of steam launch Fuso Maru was this morning prosecuted before Captain B.R.H. Taylor, B.N. Marine Magistrate, for failing to paint on the stern of his launch "Fuso Maru," her name, in English and Chinese. The defendant said it was an oversight. He promised that the name would be painted on the launch at once. In consideration of the above understanding the case was dismissed.

The same defendant was also prosecuted for disobeying the lawful orders of the Harbour Master by making fast his steam launch Fuso Maru, when being outside of more than two launches lying alongside the gangway of Korea Maru on the 10th instant. The defendant said he went there for a little time to discharge passengers. He did not stay there. He was fined \$10, or given the option of serving a month in gaol.

HONGKONG POLICE RESERVE.

Orders issued by Mr. J. W. Franks D. S. P. R.

PARADE.

All ranks will parade at Central Police Station on Friday the 19th inst. at 5.30 p.m., for inspection by His Excellency the Officer Administering the Government. No Exemption will be granted except on medical grounds. Uniform—White with Helmets. Officers to wear belts and carry canes. No swords.

DON'T FORGET.

TO-DAY.

Coronet Theatre—5.15 and 9.15 p.m.
Victoria Theatre—8.15 p.m.

TO-MORROW.

Coronet Theatre—5.15 and 9.15 p.m.
Victoria Theatre—8.15 p.m.

OPENING OF SINO-FRENCH PARLIAMENT.

This remarkable photograph shows the opening sitting of the Sino-French Parliament in Dublin. The session was held in the Grand Ballroom of the Hotel de Ville, Paris, on the 14th inst. The photograph was taken by the Associated Press.



THE SHANTUNG QUESTION.

AN AMERICAN SENATOR SPEAKS OUT.

Washington, August 5.—Declaring the history of German and Japanese acquisitions in Shantung had been one wrong heaped upon another, Senator Watson, Republican, Indiana, asked the Senate to-day to reject that provision of the Versailles treaty which gives Japan control in Shantung Peninsula.

The original Shantung rights, Senator Watson said, were taken from China by Germany in 1898 through a demand enforced by a fleet of battleships and had been expanded to embrace "a complete economic possession of Shantung" through supplemental treaties in 1899, 1900 and 1905. These expanded rights, he said, had been taken from Germany in the present war by Japan, who had sought to reinforce her position by a treaty "obtained by force" from China in 1916 and by secret agreements "established on fraud" consummated with the Allies in 1917.

"Can it be said that taint no longer vitiate title?" asked the Indiana Senator. "Does wrong ever become right? Can duress piled upon duress, can force added to force make unrighteousness holy? Can the German wrong in China, plus the Japanese wrong with the Allies, ever come to the full fruition of a perfect right?"

"We went to war, in part to undo the wrong wrought by Germany, and surely here is one that elicits the sympathy and challenges the attention of our country; aye, and of civilization, for it seeks to perpetuate one of the most flagrant wrongs ever committed by the agents of the Kaiser upon a helpless and unoffending people."

Replying to declarations that the German concessions seized by Japan concerned only a narrow strip of territory, Senator Watson said that nevertheless Japan had sent a military force "entirely through the province of Shantung," had established railroads, mines and garrisons everywhere, and now was in "complete military and economic possession" of the whole province with its population of 36,000,000 Chinese.

The President recently has stated, he continued, "that Japan intends to return Shantung to China. If that be true, why is it not so written in the contract? Japan waged two wars with the announced purpose of insuring the independence of Korea. And yet, having won in both wars, she very speedily annexed Korea, and in 1910 made her a part of the Japanese empire. One of Japan's alleged reasons for waging war with Russia was that she wanted to save Manchuria for China. Manchuria is to all intents and purposes a Japanese colony."

The whole story of the treatment of China by Japan furnishes ample illustration of the fact that Japan intends to cling to Shantung and that her protestations of good faith are not to be believed. Why was so monstrous a wrong thus recognized? Simply because it had to be done to save the League.

"President Wilson wanted the League. It was the sole object of his going to France, and for it he was and is willing to make great sacrifices of either foreign rights or American independence. Japan, seeing his attitude, took advantage of him and forced him to endorse this wrong to China by the threat that if it were not done she would withdraw from the Conference and would decline to ratify the League. And he yielded, and is now endeavouring to have our nation ratify this treaty and condone this wrong. Japan coerced him into that concession. That country sold her signature for the liberties of 36,000,000 of human beings, and Wilson, Lloyd George and Clemenceau approved the bargain and ratified the sale."

The most remarkable, the most indefensible feature of this entire transaction is that, as a result of a war said to have been waged to make the world safe for democracy, we enforce the spoliation of the only republic in the Orient, we ratify the previous robbery of a friendly . . . and we turn the result of the larceny over to the most autocratic Government that now exists on earth, the counterpart of Germany in the East."

"And it can never be forgotten that every nation whose representatives sat around the table at the Peace Conference had a treaty with China to protect the territorial integrity of her empire."

"I believe that the secret treaty made by Japan with the Allies in 1917 should not be countenanced by them or by us at this time, because it rests on wrong and is

NOTICES.



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GENERAL NEWS.

OFFICIALS OF ENEMY ORIGIN.

Civil Service officials of enemy origin are not to go. Mr. Bonar Law informed the Commons recently that the Government would not be justified in breaking permanent contracts with those whose good conduct and loyalty were not in doubt. Whether persons of enemy origin should be appointed in future was an entirely different question. In this case they were justified in laying down new rules, and were doing so.

The people of China believed in the United States. We have been her one great and only friend. The President willingly throws aside the work of Burlingame, casts the efforts of Hay upon the scrap heap, and not only consents to the robbing of China by Japan, but seeks to force us to fight to sustain the robbery and protect robbers. It cannot be denied that if the people of Shantung revolt against the galling yoke of Japan, and if China shall rise to defend her own people, then by the provisions of Article X we shall be compelled to send American soldiers to subdue China.

"We send missionaries to China to teach the principles of the Christian religion. And we do right. But it ill becomes us to sanction an arrangement that will fasten upon them the rule of a nation that is opposed to Christianity, that has systematically persecuted Christian missionaries."

"I do not believe that the treaty should be ratified unless and until Japan either withdraws from China or states in unequivocal terms that she will withdraw, or, better still, fixes a definite date of withdrawal; for I believe this to be as monstrous a proposition, as has ever been proposed to civilization."

RATIONS AGAIN.

It was stated, on inquiry at the Ministry of Food recently, that while there there was no fresh information available at present with regard to a new rationing system, it was obvious that such a system would have to be introduced before the ensuing winter, so that the Ministry may regulate distribution in accordance with the original intention of the existing system, which has become largely inoperative with regard to different articles. Many people will have to be registered again, and the new system will operate for all articles simultaneously.

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Primrose Fresh Herrings flat	" " 25 "
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Chicken Soup, Royal Taste Brand	" " 35 "
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Pork and Beans, 20 ounce tin	" " 55 "
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Business correspondence should be sent to the Manager.

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The Hongkong Telegraph

HONGKONG, TUESDAY, SEPTEMBER 16, 1919.

SMILING SMILLIE.

Mr. Robert Smillie is in wonderful form at present. Because he is the Coal King, however, it does not necessarily follow he rules the world. In the recent conflict with the coalmasters he scored one or two successes which encouraged him to talk somewhat big. A good general wins through judgment; he knows when to wait and when to strike. Mr. Smillie, as will have been noticed from the week-end telegrams, has struck; but he has not waited long enough. His victory is premature. He has scored a somewhat flamboyant victory but he has overlooked the fact that large numbers of people, including working men, will resent and fight any attempt to hold up the nation to ransom. A card vote which subjected to the test of an individual vote very often turns out to be a dog of an entirely different colour. Mr. Hodge in declaring last week-end that "the direct action" movement was due to the fact that the electorate was denied the opportunity of turning out the Coalition Government" gave the political reason as to why Mr. Smillie's recent resolution has met with such apparent success. The results of the recent Bothwell and Widney bye-elections, when in both cases Labour Candidates were returned, prove this contention. Labour is sore at the present Government and is bent on turning it out to again face the Country by using every means that lies in its power. Hence Mr. Smillie's recent success. The Labour Party to-day with Mr. Smillie as commander-in-chief is doing too much surface work. In the past it has laid too much stress on "Labour" and "Capital" and too little on "Mind". It is too materialistic; it lacks real breadth and imagination. Political auctioneering does not pay. One of Mr. Smillie's mental errors is the possession of the idea that only one party is interested in the workers. The miner's president did not create the social conscience of the country. Of late it has received far more stimulus from the King himself than it ever did from Mr. Smillie. Whether our foremost politicians, as social reformers, are back numbers, remains to be seen, but if they truly resolve to reconstruct Britain on sound foundations, Mr. Smillie will humbly fall into the position of handing up the bricks. The fact is—though Mr. Smillie is loath to recognise it—that no man can live for himself; and no single industry can lord it over every other in the Old Country. Exercising just moderation, Mr. Smillie can rally hundreds of thousands of men and women to the side of the coal-getters; but to put the screw on will bring about a bitter form of class war, fruitful of disaster to our land. No class in our country has a monopoly of goodness or Patriotism but let us remember, to the eternal credit of working men, that countless numbers of them went to France to serve, without a thought of self, and that many hundreds of thousands worked on at home without wrangling or agitation. There were trades which through slackness or indifference to political power, could have brought the war to an earlier end. Despite all the fuss of recent days there remains in the national mind an inherent sense of fair-play and in the end it will be seen that if Mr. Smillie and his arch-agonists were to be the only ones to rule, England would indeed soon be a very different place.

NOTES & COMMENTS.

TIRPITZ TRAVELLES.

The tenour of the recent telegrams giving extracts from what may be termed the post-war memoirs of Admiral von Tirpitz may be taken as a fair indication of the present frame of mind of the German. In the latest contribution forwarded by Reuters, von Tirpitz claims that the Battle of Jutland proved the superiority of the German in personnel and in material, and, in support of this argument he points out that the German losses were only one-third of those of the British. He says that the German Fleet returned to its harbours "elated and surprised at its success." The official account of the battle, received at the time, showed that the Germans were lucky enough to get into contact with only a small advanced portion of the British Fleet and undoubtedly some damage was sustained, but when the main portion of our Fleet was able to get into touch with the Germans they ran, and it was only due to low visibility that the whole of the enemy vessels were not either sunk or captured. The German Admiral proceeds to state that a striking proof of the value of the German Navy was that the British Fleet avoided meeting it. Since the Jutland Battle was the only naval engagement of importance that took place in European waters, during the war, some people in this part of the world might be deluded into believing that there is some truth in this statement. But fortunately, in Hongkong, some months ago we were afforded an explanation of the British tactics in a speech delivered by Admiral Sir Tudor Tudor, at a dinner at the Hongkong Hotel. Up to the time of that speech, many of us had wondered why, at certain periods, German warships were able to carry out bombardments of coast towns such as at Yarmouth, without interference on the part of our Navy, and some sympathy was felt for those who were prompted to write letters to the Press asking the question: "What is our Navy doing?" Admiral Tudor's explanation, as we commented at the time, was so simple yet so convincing and efficient, that it made many of us wonder why we did not think of the solution before.

TIT FOR TAT.

The Admiral said that these raids on towns on the east coast of England were not for the purpose of causing damage to the ports but were intended purely as a "draw" to weaken and diffuse the British Fleet. But in this the Germans failed, and the British refusal to detail warships to deal with these raiders is now cited by Admiral von Tirpitz in support of his statement that the British Fleet avoided meeting the Germans! Proceeding, von Tirpitz states that von Spee was left in ignorance of the general war position when he encountered the Falklands Squadron "whose superiority he did not suspect." But surely von Tirpitz cannot complain of the British avoiding the German Fleet in that instance. According to the German Admiral's garbled utterances, so far, his idea seems to be that when the German Fleet at any given point, was numerically superior to the British, the latter should have given battle, but, on the other hand, when the position was reversed, the German Supreme Command must be blamed for not giving its squadron commanders the tip to "bunk." Such reasoning, as stated above, typical of the German mind to-day, as it was before the war, and it shows us that the German has lost none of his old cunning or deceptiveness. Either in argument or in deed he does not know the meaning of a straight deal.

DINNER TO ADMIRAL W. L. RODGERS.

The Americans of Hongkong are giving a dinner to Vice-Admiral W. L. Rodgers at the Hongkong Hotel to-morrow evening, which will embrace not only members of the American community but many British guests as well. It has been arranged that reservations of tables can be made at the Hongkong Hotel between 2 and 4 o'clock Wednesday afternoon, after which time those attending will take such seats as may be available though it is expected that there will be no difficulty in caring for the diners.

DAY BY DAY.

GOOD ADVICE IS EARLY FOLLOWED IF IT FITS OUR SENTIMENTS AND INCLINATIONS.

The following weddings will take place shortly: Mr. Robert Gray (Taikoo Dock) to Miss Sigrid Linde; Mr. S. J. C. da Silva to Miss Clara B. dos Passos.

By the kindness and courtesy of Admiral W. L. Rodgers, U.S. Navy, the Band of the U.S. Cruiser "Brooklyn" will play on the Hongkong Cricket Club ground from 5 to 6.30 p.m. on Thursday, the 18th instant.

A constable saw a Chinese loading round the Astor House Hotel this morning. The loafer, when he saw he was observed, ran away. He was chased and caught. This morning Mr. N. L. Smith fined him \$10.00 or 14 days' hard labour.

During the 48 hours ended September 15, six cases of cholera (all fatal), three cases of enteric fever (one fatal), one fatal case of cerebro spinal fever, and 13 cases of gastro enteritis which resulted in six deaths, were notified. All the sufferers were Chinese.

The Hongkong Tramway Company's receipts for the week ended 13th September totalled \$15,050, which is an increase of \$504 over the same week last year. For the 37 weeks of the year, the takings total \$544,520 which represents an increase of \$35,597 over the same week in 1918.

Mr. H. J. Gedge has asked us to intimate that he will feel obliged if all who have in their possession subscription sheets of the Proposed Public Memorial to Sir F. H. May, will kindly return same to him by the end of the present week, together with such subscriptions as have been collected.

The following telegram has been received from the London office of the Chartered Bank of India, Australia and China. "The Directors of the Chartered Bank of India, Australia and China have declared an Interim Dividend for the past half-year at the rate of 14% per annum free of Income Tax."

We are advised by the Asia Banking Corporation that it is in receipt of information from its Head Office, New York, advising that the State Banking Department had approved and it has increased its capital from \$82,000,000, surplus \$550,000, to \$84,000,000, surplus \$611,000,000.

A photograph and biographical sketch of the late Sgt. Harry Linfield, of the Naval Yard Police, Kowloon, who was murdered by an Indian constable last year while on duty, appears in the August number of *The Orange Standard*, the official organ of the Loyal Orange Institution of England.

A Chinese was charged before Mr. N. L. Smith with unlawful possession of a revolver. Defendant stated that his younger brother, who was in Peru, had sent the revolver to him by a sailor. He was leaving the Colony this morning. When arrested defendant had the revolver hidden between two shoes. Mr. Smith fined him \$100, and the revolver was confiscated.

A Chinese woman was arrested and charged before Mr. N. L. Smith, this morning, with receiving the stolen brooch belonging to Miss Violet Chan. Inspector Watt stated that when defendant was arrested, she had already removed the 13 pearls from the brooch. Defendant said a boy had come to her with the pin, and asked her to dispose of it, so she bought the pin for \$20.00. The case was remanded till Wednesday. Bail was fixed at \$300.

A Chinese constable whilst on duty last night, in Yau-mah, saw two men walking in his direction. On catching sight of the constable, the men started to run away. The constable gave chase and caught one of the men, the other managing to escape. Whilst escaping, the man threw off a girdle. The man who was arrested was searched and 800 rounds of ammunition were found sewn to his jacket. The girdle which was thrown off was picked up, and 250 rounds of ammunition were found in it. The man was charged before Mr. E. E. Lindell, Mr. A. E. Hall, appeared for the defendant, and applied for a remand which was granted.

AN ISLANDER'S DIARY.

[BY "AJAX."]

George Eliot writes in "Middlemarch" of the "beneficent harness of routine which enables silly men to live respectably and unhappy men to live calmly." Its exact influence on me would be a merry speculation of an idle hour. I have for nearly a year been contributing to this column, and I feel now as if I have exhausted my resources. If the Diary at times fails to come up to the level of the previous editions, I trust my readers will overlook the deficiency. The silly season is now in full swing in Hongkong; hence the paucity of material to make an interesting budget.

The Government must expect some plain speaking on the present constitution of the Legislative Council. Most men think it a piece of gratuitous folly to give J.P.'s a seat on the Council. Practical men ridicule it. I have previously denounced the privilege of returning amateur inspectors of gaols and lunatic asylums and local busbydies to the Legislative Council. Beneath all the outer movements of our politics, one feels the sharp underfoot of the people's representative question. It is high time that we kicked against this pernicious system of having a J.P. Member on our Legislative Council. Why, bless my heart, every member of the Council is to-day a J.P. To have another special Member to represent their interests on the Council is incongruous. What interests have J.P.'s that require jealous guarding? It is too much to expect that the Colony will be silent over the silly system now prevailing for filling seats on the Legislative Council? We have had a swarm of hand grenades hurled through the air, labelled "Unofficial Majority," "Cheap Houses for All," "Hospitals in every Street," "Government of Hongkong through the Constitutional Reform Society." The axe-grinders who launched these petards are spent as a political force. The official dominance of the Council is quite assured, nor will the second attempt to get the C.R.A. reforms sanctioned do any better than the first. There are a very large body of citizens who are to-day very hostile to the C.R.A.'s scheme. Now that the truth of the real motives actuating the C.R.A. is more or less known, one sees the Constitutional Reform wave retreating to contemplative eddies, and its leaders by no means anxious to appear on its crest.

There is great discontent in the ranks of the local garrison at the way the Demobilisation machinery has been handled. Before the war the British soldier was not accustomed to bless the name of the Government of Hongkong, and it must be confessed that the Government of Hongkong did very little to deserve that very worthy and long-suffering person's benedictions. Six months have passed since a memorandum was issued, explaining to the troops the arrangements necessary for the Armies of Occupation and the principles that would be followed in demobilising the great army of the war period. The plan then unfolded was briefly summed up as follows:—To let three men out of four go and pay the fourth man double to finish the job, these four men being picked out of those who had not joined up before 1st January, 1916, had not passed their 37th birthday, and had not got three or more wound stripes. This was tantamount to prolonging the compulsory military services of all men kept under the above plan until April 30, 1920, after which they were to be released. All sorts of suggestions have been made as to the order in which men should be released from the Army and there are many hard cases, both pivotal and compassionate, which deserve attention. It has now been found difficult to demobilise men according to the promise which has been made, as sufficient men cannot be found to relieve the troops in the East.

The people of Hongkong, one fancies, are somewhat like the people of Athens in the period of St. Paul, who spent their time in either hearing or spreading false reports. For the Athenians' life was not complicated by the newspaper, but in Hongkong most of the years gain currency through the medium of the newspaper. We have had mentioned the names of no less than three battalions that were coming out to leave the Garrison. The Battalion

SMUGGLERS FIRE ON CUSTOMS OFFICERS.

A battle royal was fought recently, in Chinese waters, close to Macao. It appears that the Customs officials got wind that certain vessels would pass within the vicinity of Macao containing smuggled rice and that the smugglers had employed some Chinese soldiers to escort them. The two Customs launches, the Leung Tsing and the Tak Tau, were manned and sent out to patrol the vicinity. The reported smugglers were sighted and two gigs were launched, manned by Customs officials. On nearing the smugglers' boats the gigs were fired upon and over 200 shots are reported to have been fired. Fortunately no injury was sustained by the Customs officers, although one had a narrow escape, a bullet passing through his coat sleeve. The gigs were riddled with bullets. The smugglers are reported to have got away.

THE "FIRE" ON STONECUTTERS.

MILITARY AUTHORITIES' STUPID OMISSION.

The Military authorities have a curious habit of disregarding the ordinary requirements of a well-governed community in their doings in connection with civil life and an instance of this was given last night, at about 7.45. At about that time a big blaze was seen to spring up and burn with exceptional ferocity for a short time, and all who saw the conflagration imagined that a big fire had started somewhere in the vicinity of Lai Chi Kok. The fire float was turned out and a call given to the Fire Brigade and all was, as usual, speedily made ready for coping with a fairly big blaze. When the float got within observation it was found the terrible catastrophe was taking place on Stonecutters, but closer inspection and enquiry disclosed the fact that it was only some deteriorated gunpowder being destroyed. It is a fact, however, that the Military authorities gave absolutely no warning or intimation to the Fire Brigade or any other of the Civil officials as to what they were about to do. Therefore the Brigade was turned out unnecessarily, and had genuine fire occurred at the time, considerable damage and loss of life might have occurred. There should be no possible chance of a recurrence of such oversight.

AMERICAN CONSULAR CHANGES.

The American Consul-General has received information to the effect that Mr. C. F. Gauss, American Consul at Amoy, has been transferred to the Consulate at Tainanfu, Shantung Province, and that he will be succeeded by Mr. A. F. Carleton, for many years Vice-Consul of the United States at Hongkong, and at present Consul at Medan, Sumatra.

Royal Fusiliers and others were early talked of in this connection. It will be a happy surprise to many to learn that none of these are coming to Hongkong, but the 2nd Battalion of the Wiltshire Regiment. This Battalion is not going to India as was at first supposed, but coming to Hongkong. It is now stationed at Chiseldon under the command of Lieutenant-Colonel W. R. Wyndham and leaves England for Hongkong to-day. The Battalion has always had a good name for sport and the championship sportsman in it is Lieutenant Moore. The Battalion has a fine band. It will, in all probability, relieve the Manchesterians here, and enable the men to be demobbed. The Battalion has a good sprinkling of young soldiers and is in the process of reformation.

When is Hongkong going to get a Rent Collector? In view of the present agitation against high rents, many of which have lately been raised by sixty to seventy per cent., it is imperative, in the opinion of many, that steps should be taken to introduce legislation into the Hongkong Legislative Council on the lines of the House Rents Acts of Bombay and the Punjab, under which the Hongkong Government would create the appointment of a Rent Collector for Hongkong who will fix the rents of houses and dwellings, the tenants of which complain that the rents are mainly high.

TO-DAY'S MISCELLANY.

What is to be done with the stained glass window presented to Dovercourt Parish Church by the ex-Kaiser 20 years ago? Is a question which has been perplexing the Vicar, the Rev. T. Grey Collier, and churchwardens. They have decided, says "Dianthus" in the Westminster Gazette, that it is "to remain until another as good, or better, is presented to the church," which is, perhaps, the best way of stimulating local generosity. The body of Captain Fryatt lies near "the Kaiser window," as it is called, which was erected by the ex-Emperor in memory of the "German Legion" who died from disease during the Walcheren Expedition in 1810, and were buried with British soldiers in the adjoining churchyard. It forms the large west window of the church; and the subject of the design is the healing of the century's servant.

A member of Parliament is reported to be so embarrassed financially that he cannot afford enough to eat, and is actually ruining his health by semi-starvation. The reason given is the insufficiency of the salary allowed. It may be asked why only one member is in this extreme state of distress, seeing that the £400 salary is common to all. The explanation may be that he has the almost impossible task of keeping a house in the provinces for his wife and family and lodging for himself in London, and has nothing to draw upon but his Parliamentary salary. And what is true of one known case may be true of others which have not come to light. When members voted themselves salaries the prophecy was made that before long they would be voting themselves an increase. That time seems to be at hand. The worst aspect of the case is that though only certain men need the increase all will get it, thus adding more to superfluity and at the expense of the groaning taxpayer.

There may never have been a Yellow Peril of the sort Kaiser Wilhelm used to speak about, but there is a yellow peril of another kind and about the existence of which there can scarcely be any question. The peril is not military but industrial. Commercial men who know the East remind us that there is a population of eight hundred millions who have just got started in the industrial race. Formerly they were regarded as of no consequence, but who will say that since Japan burst upon an astonished world and showed what the East could do? The "Un-changing East" is a misnomer in these days. In the last twenty or thirty years the changes have been immense, and yet have every appearance of having only begun. The West has lost one great advantage; it has lost the advantage of cheap capital; and as for skill, the man of the East can do wonders when he gets the chance. Do labour leaders never turn over these serious things in their minds? Or if they do, why do they not discuss them with the workers?

For an all too brief spell the "flannelled fools" hold the field in sport, but their season is broken in upon at each end by King Football, who resumes his activities in Scotland in a fortnight's time, while in England a short while will be made at the end of this month. It is wonderful the high the game has on the crowd, and sports promoters, realising this, have only to include a five-a-side tournament in their programmes to ensure a bumper gate. This is the game kept alive in midwinter, so that it has developed into an all-year pastime when it is essentially a winter game. Club managers have been busy for some weeks now fixing up teams, and the season about to be entered upon promises to be one of the most stirring ever experienced. In Scotland there will be an augmented League programme, and with a revival of the Scottish Cup competition and of international engagements, it can only be with difficulty that all the fixtures will be fulfilled. Even football is not to be exempt from the prevailing unrest. A movement is on foot in Glasgow to boycott the matches as a protest against the income tax charge for admission which is to be made. Thousands of men, it is said, have pledged themselves to stay away. We can only wait and see. Probably the agitation will die out, but it is too much to expect the Glasgow authorities to forsake the beloved Celtic Rangers.

NOTICE

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CORRESPONDENCE

(To the Editor of the "Hongkong Telegraph.")

THE FUTURE ECONOMIC POLICY IN RELATION TO GERMANY.

Sir—"Mr. Robert MacWhirter" has again honoured me—this time much in the fashion of the Yorkshire Pugilist, who having remarked to a fellow-countryman (somewhat of a "chaw-bacon") that what the latter really needed was a lesson in boxing, and having received the reply "boxing, what's that?", rejoined "Well, the coom oop to ahr'ouse at after tea, an Ah! show that an' appen Ah! knock that ruddy 'ead off!"—I refer of course to the concluding paragraph of "Mr. MacWhirter's" letter of 10th published in your columns of the 13th instant, where, having (as he apparently views it) stripped me bare of all possibilities for further argument, he invites me into his "kailyard," so that he may finish me off with his "foot-stool!"

Ah! these Scots! Either "Mr. MacWhirter" has been studying the Psalms, or else he is a descendant of Dame Geddes of St. Giles' fame; but possibly he seeks to take a lesson out of the book of those Scottish Seers who so successfully—but with such utter ultimate discomfiture of themselves and their followers—exhorted their flocks to "go down against the Philistines at Gilgal" in September 1650! I reckon there was "gloom" enough and to spare then at all events—and a "Jeremiad" to follow too!

If "Mr. MacWhirter" will read again my letter to you of the 7th instant, I think he will find that the deductions he draws, relative to my remarks on the position of Mr. Churchill's Speech there quoted, are not well founded, and that my remarks in question are far from affording him any warrant for his assertion that my mind is in the state he suggests—either in regard to Free Trade as practised by Great Britain in the past or her present Economic difficulties, which latter, as indicated in my said letter, are, to my mind, the result of the former. And I therefore feel sure that "Mr. MacWhirter" will exonerate me from the imputation of "sitting on the fence." Further, I would, with deference, venture the opinion that, just as "Prevention is better than Cure," so may the "Diagnosis" of Disease be more important than the "Prescription" thereof; moreover, to effect a remedy, "the knife" must, at times, be applied.

The point I sought to make in my reference to Sir David Beatty's Speech, was that a solution of the Economic difficulties wherewith Great Britain is at present faced will best be found on the lines indicated in that Speech, which are quite contrary to those whereon the controversies respecting those difficulties are now proceeding.

I am sorry if I "robbed Mr. MacWhirter's orchard." Such was not my intention. I was under the impression that, in my reference to the Middle Classes, I was at least entitled to "common of pasture," but it seems that "Mr. MacWhirter," though he tolerates my "trespass," claims paramount rights in respect of the "pasture!"

Now, in relation to "Mr. MacWhirter's" views concerning Tariffs. Save to the extent I have, in my previous letters to the South China Morning Post in April and May 1917, indicated, I would prefer to see Great Britain do without them, but she may find she cannot. Other Nations rely on Tariffs, not necessarily as a method of aggression and retaliation as "Mr. MacWhirter" suggests, but because they consider such Tariffs essential to their well-being, as, for example, in the case of young Nations which use the Tariff System to foster and protect their Industries. The

THE CORONET THEATRE.

A WONDERFUL PICTURE.

"The Beast" is the title of the excellent picture now being shown at the Coronet Theatre, and last night "the little theatre that shows the big pictures" was patronised by a large number of people who know a good thing when they see it. "The Beast" is a William Fox production, one of his best, which is a good indication that it is film worth while seeing. "The Beast," (George Walsh), is the boss of a ranch and while taking his boys into town on a spree meets the charming daughter of a well-known millionaire who from curiosity has ventured into the cabaret when he and his "boys" are having a wild fling. "The Beast" claims her, but this is disputed by another cowboy and a thrilling realistic fight ensues. The upshot is that "The Beast" rides away with the girl who shows her disgust at his savage behaviour. After many dangerous escapades the man shows his better self and eventually returns the heiress to her father who has been anxiously searching for her. "The Beast" returns to his ranch but cannot forget the girl and determines to find her, which he eventually does. The sequence is that he is forgiven and both fall in love. The story is very strong one and the acting superb. These combined with The Coronet's inimitable way of screening its films and the well chosen musical items go to make an evening's entertainment of the best.

United States of America rely on a Protective Tariff, and seem to have flourished on it. They will probably be Great Britain's most potent Trade competitors in the future, and their competition, plus that of Germany and others, may cause Great Britain to find it necessary to alter her system of Free Trade as practised in the past.

Regarding "Mr. MacWhirter's" remarks as to the retention and capture of Great Britain's Trade Markets, may I point out that, it was while Great Britain was rigidly adhering to her Free Trade policy of the past, that Germany captured, to an immense extent, the Markets of Great Britain both at Home and Abroad; and, as to Spain's latter-day position as compared with her past, may I remark that, in my humble opinion, she owes it very largely to the policy of the Inquisition, which, over a period covering a vast span of years, systematically robbed her of her boldest and best.

Reverting to "Mr. MacWhirter's" concluding paragraph and the charge he makes against me of, riveting myself to the chair of "Imperialism" and indulging in "vague generalities," and his desire that I should deal with the position from the point of view of Hongkong and what he terms "the things germane to the present issue," I must say that I admire his "sang froid," in view of the premises whereon his conclusions are founded, but I may inform him that, as stated in my letter to the South China Morning Post—I believe under date the 13th May 1917—I consider that the freedom of the port (of Hongkong) should not be interfered with save where absolutely necessary, though, as indicated in my earlier letter to the South China Morning Post of the 28th April 1917, I would not (save under a System of Universal Free Trade) except Hongkong from the change of policy which I previously advocated in that Newspaper should be adopted by Great Britain.

Trusting that "Janet" has not become entirely a dewdrop!

Yours faithfully,
J. SCOTT HARBSTON.
Hongkong, 14th Sept. 1919.

HONGKONG FOOTBALL LEAGUE. ANNUAL MEETING.

There was a representative gathering last evening in the R.G.A. Sergeant's Mess, where the annual general meeting of the Hongkong Football Club was held. Mr. J. Jones was in the chair. The following Clubs and associations were represented at yesterday's meeting—

83rd Co., R. G. A., Lt. H. W. H. Snook and Gunner J. Saunders; Staff and Departments, Captain R. A. Bundle; 87th Co., R. G. A., Lt. E. C. Norman, M. M., and Gunner S. Gibson; St. Joseph's College, Mr. Archie Goldenberg; the Police, Messrs. A. Reid and W. Hollands; Kowloon, Mr. W. G. Hamilton, United Football Club, Messrs. C. Rosseau and J. Marshall; Indian Recreation Club, Messrs. D. Rumjahn and M. S. Hartcam; South China Athletic Association, Messrs. Wong Hin Wan and Lo Hop Foo; the Hongkong Football Club, Messrs. C. Gerrard, F. W. Black, H. McTavish, M. Raiton and J. Stewart; Kowloon Football Club, Mr. C. E. Millard; Staff and Departments, Football Club, Staff Sergeant A. W. H. Wain.

The following committee were elected for the Football League for the ensuing year— President: Mr. R. J. Wilton. Vice-President: Mr. J. Jones. League Hon. Secretaries and Treasurers—Messrs. F. W. Wright and J. Rasmussen.

League Management Committee—Master-Gunner May, Messrs. J. Stewart, R. H. B. Mitchell, Warne, and Wong Hew Wan.

The following teams declared their intention to enter for the 1st Division—Hongkong Football Club, Hongkong Police, Navy, R.G.A. and South China Athletic Association.

The second division teams are—South China (two teams), Navy, R.G.A., United Services, Hongkong Club, St. Joseph's, Kowloon, Indian Recreation Club, Staff and Departments.

Mr. J. Stewart asked whether it was binding on the teams entering not to change from first division to second division.

The Chairman said the matter would come up before the meeting in the course of the evening. Mr. Stewart suggested that they play the Hongkong League first of all to a finish, and when the Bedford arrived in the Colony they could run the United Services League. The Services could not at present run the U.S. League. In view of the Police putting in a team in the first division, he thought St. Joseph's College should be made to enter the first division.

Mr. Stewart tried to persuade the St. Joseph's to enter the first division, but Mr. A. Goldenberg said they were not quite strong enough.

Mr. Stewart asked that the teams that had declared their intention to enter in the first and second divisions be given an opportunity to reconsider whether they should get into the first or second divisions. If they kept the list open till the end of the month a second division team which wished to enter the first division could do so. At present there were only five first division teams, and it would mean that when four teams were playing the fifth would have to stand over owing to the absence of a sixth team. By having these teams there would be only three matches every Saturday. If there were only five teams there could be only two matches every Saturday.

Master Gunner May said that he understood there were two extra grounds allotted them this season for football. It was unanimously decided that entries for both Leagues close on the 30th instant, and in the meantime the teams that entered could reconsider transfer-ence to any division, the teams being now admitted provisionally. Master Gunner May proposed that rule 10—providing that any club withdrawing after February 1st and failing to meet its engagement forfeits the remainder of the points—be amended. He suggested that the club should forfeit all the points gained; in other words, that the matches played should be erased.

Mr. Bundle proposed, as an amendment, that the rule should stand.

Capt. Norwood seconded and this was agreed to unanimously. Kowloon Club wrote that one of the rules enjoined that if a member of a Club were dropped for two matches he must obtain the permission of the Club committee before he played for another Club. They wished the rule altered so

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as to enable a member of one Club to transfer to another Club with the permission of the Management Committee of the League and without the consent of the Committee of the Club to which he originally belonged.

After a lengthy discussion it was decided to leave the rule unchanged.

HONGKONG FOOTBALL ASSOCIATION.

A general meeting of the H.K. F.A. followed immediately on the League meeting. Mr. H. M. McTavish occupying the Chair.

The following officials were appointed for Season 1919-20: President: The Hon Mr. P.H. Holyoak.

Vice-Presidents: Col. D. L. Humphreys, D.S.O., R.A.M.C., Mr. Nicholson.

Councillors: Rev. R. Bundle C.F., Mr. H. M. McTavish, Lt. Commander P. V. Kilgour R.E.

Referees Board: Master Gunner G. T. May R.G.A., Mr. McCubbin, Mr. Hamilton, Mr. Goldenberg and Mr. Mitchell.

For the post of Hon. Secretary and Treasurer Mr. F. W. Wright was re-elected. The remainder of the business was of a routine character.

LADY GOLFER'S RECORD. At Edgware recently the United Services Ladies' Golf Association held its meeting. In the eighteen holes' stroke competition, Miss Molly Griffiths, a Sunningdale player, accomplished a splendid round of 79, which beat the ladies' record for the course, the previous best being the 80 by the lady champion, Miss Cecil Lamb, accomplished in 1910.

FOREIGN CHILDREN IN THE FAR EAST.

are especially subject to worms, some of the indications of which are irregular appetite, bad breath, grinding of the teeth in sleep, pain and swelling of the abdomen, irritation in the nose. Baby's Own Tablets, the Canadian children's remedy, given for a few days destroy worms, and a marked improvement in appetite and general health speedily follows.

As an example of their efficacy in cases of this nature the evidence of Mrs. E. Morrison, Didsbury, North West Canada, is illuminating. She writes—

"I can strongly recommend Baby's Own Tablets to mothers whose children are troubled with worms. I have never used a better medicine for this trouble. I have also found the Tablets good at teething time.

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NOTICES

THE WELL-DRESSED MAN

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A large consignment just received in PLAIN COLOURS, BLACK, WHITE and FANCY DESIGNS. Price from \$1.00 to \$2.50 SPECIAL VALUE. WEAR GUARANTEED.

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77899 - TRAUMEREI (SCHUMANN) "
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SAILINGS FOR LONDON via SINGAPORE, COLOMBO, PORT SAID & MARSEILLES.

S.S.	leave Hong-kong about	Due Marseilles about	Due London about
KHIVA	1st Oct.	3rd Dec.	12th Dec.
FOR SINGAPORE, COLOMBO & BOMBAY.			
DILWARA	6th Oct.	due Bombay about 26th Oct.	
FOR CALCUTTA via SINGAPORE, PENANG & RANGOON.			
ITOLA	24th Sept.	due Calcutta about 21st Oct.	
FOR SHANGHAI, MOJI, KOBE & YOKOHAMA.			
KHIVA	leave Hong-kong about 30th September.	Due Yokohama about 14th October.	
DILWARA	17th Sept.	Shanghai only.	

WIRELESS ON ALL STEAMERS.
For Passage Rates, Handbooks, Freights, etc., apply to MACKINNON, MACKENZIE & CO. Agents.
22, Des Voeux Road Central.

CP & OS

SAILINGS

HONGKONG TO VANCOUVER (via Shanghai, Nagasaki, Kobe & Yokohama)

FROM	STEAMERS	HONGKONG	VANCOUVER
Empress of Asia	Oct. 2	Oct. 20	
Empress of Japan	Oct. 15	Nov. 5	
Monteagle	Oct. 19	Nov. 12	
Empress of Russia	Oct. 30	Nov. 17	
Empress of Asia	Nov. 27	Dec. 15	
Empress of Japan	Dec. 10	Dec. 31	
Empress of Russia	Dec. 25	Jan. 12	
Monteagle	Jan. 1	Jan. 25	

*EMPRESS OF ASIA, from Hongkong, 2nd October, will not call at the other ports as a Japanese Quarantine Regulations are relaxed in the interim.

Passage from Hongkong to United Kingdom
Empress of Russia 16th Oct. 1st Dec. 1st Jan.
Empress of Japan 19th Oct. 8th Dec. 1st Jan.
Monteagle 23rd Oct. 11th Dec. 1st Jan.
Empress of Russia 30th Oct. 18th Dec. 1st Jan.

For particulars regarding passage rates, rates of freight, and other matters, apply to the Agents, Messrs. J. H. WALLACE & CO., 42, GENERAL AGENT, HONGKONG.

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PACIFIC MAIL S.S. CO.

U. S. MAIL LINE.

Operating the new First Class Steamers "ECUADOR," "VENEZUELA" and "COLOMBIA," Hongkong to San Francisco, via Shanghai, Kobe, Yokohama and Honolulu.

THE SUNSHINE BELT.

The most comfortable Route to America and Europe.

Sailings from Hongkong at noon.

S.S. "ECUADOR"	8th October.
S.S. "COLOMBIA"	5th November.
S.S. "VENEZUELA"	

These steamers have the most modern equipment including overhead electric fans and electric lighting ALL LOWER BERTHS & Large Comfortable State-rooms (all single and two berths only.)

The Safety and Comfort of Passengers is our First Consideration. Special care is given to the cuisine, and the attendance on passengers cannot be surpassed. Tickets are interchangeable with the Toyo Kisen Kaisha and the Canadian Pacific Ocean Service, Ltd.

For further information, rates, literature, schedules etc., Apply to— Company's Office in Telephone No. 141. ALEXANDRA BUILDING. Chater Road.

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WEST RIVER PASSENGER SERVICE.

The M. S. "KONG MING" (Captain Wilks), will leave the Young Tai Hing Wharf (Connaught Road West) at 5 p.m. on 9th inst. for Wuchow via West River Ports.

This vessel has excellent European accommodation for first class passengers, and was built expressly for the West River trade, being fitted with electric light and fans and is complete with every modern convenience.

An excellent table is provided.

Owing to the lack of hotel accommodation in Wuchow passengers taking the round trip will be allowed to remain on board the vessel without extra charge.

For freight and passage apply to

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10, Upper Hotel Mansions
Messrs. Thomas Cook & Sons

SHIPPING.

N. Y. K. NIPPON YUSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA via Manila, Shanghai & Japan ports. Cargo to Overland Points U.S. in connection with Great Northern Northern Pacific, and Chicago, Milwaukee & St. Paul Railways.

* FUSHIMI MARU ... Monday, 22nd Sept., at 11 a.m. (Omitting Manila & Shanghai.)

KATORI MARU ... Tuesday, 14th Oct., at 11 a.m.

LONDON & ANTWERP via Singapore, Penang, Colombo, Suez, Port Said & Marseilles.

IYO MARU ... Friday, 19th Sept., at Noon.

ATSUTA MARU ... Friday, 3rd Oct., at Noon.

MELBORNE & SYDNEY via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

TANGO MARU ... Wednesday, 24th Sept., at 11 a.m.

NIKKO MARU ... Wednesday, 22nd Oct., at 11 a.m.

NEW YORK & HAVANA via Kobe, Yokohama, Muroran, San Francisco, Panama & Colon.

SOUTH AMERICAN PORTS via Cape.

BOMBAY & COLOMBO via Singapore.

HWAHWA ... Tuesday, 23rd Sept.

SHINRYU MARU ... Thursday, 9th Oct.

CALCUTTA & RANGOON via Singapore & Penang.

YETOROFU MARU ... Wednesday, 17th Sept.

TSURUGA MARU ... Tuesday, 30th Sept.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

NIKKO MARU ... Sunday, 21st Sept., at 11 a.m.

AKI MARU ... Saturday, 18th Oct., at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

KAGA MARU ... Friday, 19th Sept.

KAIFUKU MARU (Omitting Shanghai) Thursday, 25th Sept.

TENSHIN MARU ... Monday, 29th September.

YOKOHAMA MARU ... Thursday, 2nd Oct., at 11 a.m.

HOSEI MARU ... (Omitting Shanghai) Friday, 3rd Oct.

EXTRA SERVICES (Marseilles, Liverpool, Antwerp, etc.).

WAKASA MARU (London, Antwerp & Rotterdam) End of Sept.

TSUYAMA MARU (Marseilles & Liverpool) Thur., 2nd Oct.

DELAGOA MARU ... Middle of October.

(London, Antwerp & Rotterdam)

TOYOOKA MARU (Marseilles & Liverpool) End of Oct.

For further information apply to—NIPPON YUSEN KAISHA. Telephone Nos. 292 & 293. S. YASUDA, Manager.

TOYO KISEN KAISHA.

SAN FRANCISCO LINE

VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.

PART AND LUXURIOUS MAIL STEAMERS.

Sailings from Hongkong—Subject to change without notice.

Steamers: From Hongkong

NIPPON MARU direct to Nagasaki. 25th Sept. (Omitting call at Shanghai.)

YENYO MARU 2nd Oct.

SIBIRIA MARU 11th Oct. (from Yokohama).

SHIRYO MARU 18th Oct.

PERSIA MARU 10th Nov.

KOREA MARU 14th Nov.

SOUTH AMERICAN LINE.

HONGKONG TO VALPARAISO VIA JAPAN, HONOLULU, SAN FRANCISCO, SAN PEDRO, SALINO CRUZ, BAILEA, CALLAO, AFRICA AND IQUIQUE.

THENCE BY TRANS ANDERSON ROUTE TO RUENOS AIRES

Steamers: Leave Hongkong

SEIYO MARU 4th Nov.

These are interchangeable with the Canadian Pacific Ocean Service, Ltd. and the P&O.

Passengers may travel by rail between ports of call in Japan free of charge.

For full information as to rates, sailings etc. apply to

T. DAIGO, Manager KING'S BUILDINGS Telephone Nos. 2374 & 2375.

CHINA MAIL S.S. CO. LTD.

FREIGHT AND PASSENGERS.

"NANKING" "NILE" "CHINA"

15,000 tons. 11,000 tons. 10,000 tons.

SAILINGS FROM HONGKONG FOR SAN FRANCISCO

VIA SHANGHAI, JAPAN PORTS & HONOLULU.

"NANKING" "NILE" "CHINA"

Nov. 1st, 1919. Oct. 7th, 1919. Nov. 22nd, 1919.

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE

O. H. RITTER, Freight and Passenger Agent. Prince's Buildings, Ice House Street. Tel. 1934.

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(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA & STRAITS TO UNITED KINGDOM AND CONTINENT.

For LONDON & ANTWERP

For particulars of sailings shippers are requested to approach the undersigned.

Subject to change without notice.

THE BANK LINE, LTD., General Agents.

or to REISS & Co. Canton Hongkong, 10. Apr. 1917.

AMERICAN EXPRESS COMPANY.

BANKERS AND FORWARDERS.

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SHIPPING NEWS.

U.S. SHIPBUILDING RECORD.

For the first time since 1856 half of the merchant tonnage of the United States is registered for foreign trade, according to the official returns of the Bureau of Navigation, Department of Commerce, for the fiscal year ended June 30, 1919. Not including 56 ocean steamers of 405,000 gross tons, temporarily employed as transports by the Army and Navy, there were on that date 2,058 ships of 1,000 gross tons or more, having a gross tonnage of 7,300,022 which were available for foreign trade. The entire merchant marine on that date, still excluding the 56 troopships, comprised 27,300 vessels of 12,800,000 gross tons. At the outbreak of the war the U.S. fleet had a total gross tonnage of 7,928,688, the seagoing merchant ships of 1,000 gross tons or more numbering 755 of a gross tonnage of 2,128,731. During the year ended June 30 last, the ships built and officially numbered in the United States totalled 2,182 of 3,739,372 gross tons, not including 59 vessels of 121,112 gross tons built for foreign owners, making a grand total of 2,241 vessels of 3,860,484 gross tons, or two-thirds of the world's output for the year, compared with 3,332,882 gross tons launched in 1913 throughout the world, the world's largest annual output before the war.

SATSUMA MARU FOUNDERS.

It is reported that the Satsumamaru (1,350 tons), of the Hayashi Steamship Company, of Osaka, which was chartered by the Osaka Shosen Kaisha, foundered near the Pescadores on the 25th ult. at midnight during the recent storm that passed over Formosa and vicinity. The fate of her crew, consisting of about thirty officers and sailors, is unknown, and it is feared that they have all been drowned, the only survivor probably being a seaman named Kawabata Koichi, who was washed ashore, seriously injured, though with hopes of recovery. The exact spot of her sinking is not yet ascertained, but it is conjectured to be somewhere near Nekojima. On receipt of the news of disaster, the Osaka Shosen Kaisha dispatched the Kayo-maru and the Fudo-maru, which were taking shelter at the Pescadores, to the scene to undertake the search for the bodies of the drowned crew and other tasks. The Makung Secondary Naval Station at the Pescadores also sent the warship Akitsushima and a destroyer to the scene of the disaster to render assistance. Although definite information is not yet available it is believed that the victims included some passengers. The ill-fated steamer was on her way to Fuchow with a cargo of coal, marine product and miscellaneous goods when she met with the disaster.

JAPANESE SHIPBUILDING.

Much interest is taken in the capacity of the Japanese shipbuilding yards for next year. Judging by the stocks of iron and other materials and arrangements it is generally believed that the yards will be capable of constructing about 1,300,000 tons. According to more careful and expert investigations, however, 800,000 tons will be nearer the mark. As compared with this year, this is an increase of about 100,000 tons. Calculating the expenses, on the basis of ¥300 per ton, the total cost will amount to about ¥240,000,000. It is open to doubt, however, whether the Japanese shipbuilders can afford to spend such a large sum. It is feared at the same time that it will be difficult for the Japanese alone to make the best use of the large tonnage available next year. They must put the extra tonnage on the New York or the London markets up for sale. The trouble is that Britain and America are now absorbed in the shipbuilding industry, which will result in lessening the demand for Japanese shipping. The pessimistic Japanese shipowners are also drawing the attention of people to a possible decrease in the charter rates of steamers in view of the unsatisfactory state of trade. That, they fear, will add to the abundance of idle tonnage. They cite as an instance of their contention the fact that many Japanese steamers that have been engaged in European waters have now been disengaged, due to a decrease in the export of coal from America. It, however, remains to be seen whether the fears entertained by the pessimistic shipowners will be justified. On the other hand, the optimistic shipowners are of opinion that the demand for steamers both for charter and sold will increase in consonance with postbellum trade, which is bound to improve.

SHIPPING.

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For Steamers To Sail:

SHANGHAI ... 17th Sept. at 4 p.m.

W'WEI, CHEFOO & TTSIN Huichow ... 19th Sept. at 3 p.m.

SHANGHAI LINE—PASSENGERS, MAILS AND CARGO. Excellent Saloon accommodation, Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong and Shanghai (three weekly) and Tientsin (weekly), taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to BUTTERFIELD & SWIRE. Agents. Telephone No. 36. Hongkong Sept. 16, 1919.

JAVA-CHINA-JAPAN LIJN.

Regular Fortnightly Service between CHINA and JAPAN.

Steamer	From	Expected on or about	Will leave on or about	For
Tjibodas	Java	in port	16th Sept.	Japan
Hilwong	Japan	in port	16th Sept.	Java
Tjilatjap	Japan	28th Sept.	30th Sept.	Java
Tjitaroem	Shanghai	28th Sept.	1st Oct.	Java

"The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia."

For particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN. York Building. Telephone No. 1574.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG & SOUTH CHINA COAST PORTS SERVICE.

Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers. Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

FOR SWATOW, AXOY AND FOCHOW AND RETURN. (Occupying 9 to 10 days.)

Steamships	Captain	Leaving
Haihong	J. W. Evans	TUES. 16th Sept. at 1 p.m.
Malan	A. H. Stewart	FRI. 19th Sept. at 1 p.m.
Quinnebaug	Medina	TUES. 23rd Sept. at 1 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to Douglas Lapraik & Co., General Managers.

INDO-CHINA STEAM NAVIGATION CO., LTD.

Projected Sailings from Hongkong, (Subject to Alteration).

For Steamship On

KOBE	Chakrang	Wed. 17th Sept. at 5 p.m.
STRAITS & Calcutta	Kwaisang	Thur. 18th Sept. at 3 p.m.
SHANGHAI	Choysoang	Fri. 19th Sept. at d'light.
HAIPHONG	Taksang	Fri. 19th Sept. at 8 a.m.
MANILA	Loongsang	Fri. 19th Sept. at 3 p.m.
SHANGHAI	Tungshing	Sat. 20th Sept. at d'light.
SANDAKAN	Hinsang	Tues. 23rd Sept. at noon.
MANILA	Tuansang	Fri. 26th Sept. at 3 p.m.

ALCUTTA LINE: This Line has now been re-organized and attends regular sailings to Calcutta via Hongkong and Penang.

All steamers have excellent passenger accommodation, are fitted with Electric Light and Fans and carry a fully qualified Surgeon.

SHANGHAI LINE: Sailings approximately every five days between Canton and Shanghai, sometimes calling at Yokohama. Steamers on this line have a limited amount of passenger accommodation, and through tickets can be obtained for Northern and Western Ports via Shanghai through Bills of Lading issued to all Members and Agents of the Company.

MANILA LINE: A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE: Sailings approximately weekly for passengers and cargo, calling at Haiphong and other ports.

BORNEO LINE: One sailing per month between Hongkong and Sandakan by a steamer voyaging up to the coast and down to the coast.

Cargo taken on through Bills of Lading for Kuantan, Jesselton, Labuan, Tawau and Lahad Dett. TIENTSIN LINE: A regular service is run from March to October between Hongkong and Tientsin calling at Weihaiwei and Chiao.

Under Straits Government Passport Regulations.

All European Passengers, leaving the Colony for Straits Settlement, are required to produce on arrival at destination passports with their Photographs and description affixed thereto.

For Freight or passage, apply to

JARDINE MATHESON & CO., LTD. General Managers. Telephone No. 215.

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LIMITED.

REGULAR SAILINGS OF MAIL STEAMERS FROM HONGKONG TO AUSTRALIAN PORTS.

Steamers	For	Date of arrival	Date and Time of departure
"ST. ALBANS"	Melbourne, via Queensland Ports	7th Oct.	Early Nov.

The above steamers have excellent accommodation for First and Second Saloon Passengers, having been built expressly for Tropical Voyages, and are complete with every modern convenience for Ocean Travelling.

A duly qualified Surgeon and Stewardess are carried on each vessel.

For Passage Rates and Further Particulars Apply To

GIBB, LIVINGSTON & CO. AGENTS.

SHIPPING.

O. S. K.

OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.
LONDON & ANTWERP—Monthly direct service via Singapore and Port Said.

"ALASKA MARU" ... Friday, 26th Sept.
"CELEBES MARU" ... Monday, 20th Oct.
GENOA & BOMBAY—Monthly service. Taking cargo on through Bills of Lading with transshipment at Bombay to Co.'s steamer.

BUENOS AIRES—Rio de Janeiro, Santos, Mauritius, Durban and Cape Town via Singapore.

"SAIGON MARU" ... Tuesday, 23rd Sept.
BOMBAY & COLOMBO—Regular fortnightly service via S'pore.

"SEATTLE MARU" ... Middle of November.
SAIGON, BANGKOK & SINGAPORE—Regular Monthly Service.

"UNNAN MARU" ... Wednesday, 1st Oct.
SYDNEY & MELBOURNE—Monthly service calling at AUCLAND, N. Z. and ADELAIDE.

"LUZON MARU" ... Beginning Oct.
VICTORIA & VANCOUVER—Tacoma via Manila, Keelung, Shanghai, Nagasaki, Moji, Kobe, Yokkaichi & Yokohama.

"CHICAGO MARU" ... Tuesday, 30th Sept.
"MANILA MARU" ... Wednesday, 15th Oct.

KEELUNG via SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the O. S. K. wharf, near the Harbour Office.

"KAIJO MARU" ... Sunday, 21st Sept.
TAKAO via SWATOW & AMOY.

JAPAN PORTS—Moji, Kobe, Yokkaichi & Yokohama.
"INDUS MARU" ... Monday, 29th Sept.

For sailing dates and further particulars please apply to—

Y. YASUDA,

Manager.

Tel. No. 744 and 745

No. 1, Queen's Building.

Y. K. K.

YAMASHITA KISEN KAISHA.

(THE YAMASHITA STEAMSHIP CO., LTD.)

NANYO MARU No. 1

NANYO MARU No. 2

NANYO MARU No. 3

SODEGAURA MARU.

KYODO MARU No. 13

TAMON MARU No. 1

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REGULAR SERVICE FOR

FREIGHT BETWEEN

HONGKONG,

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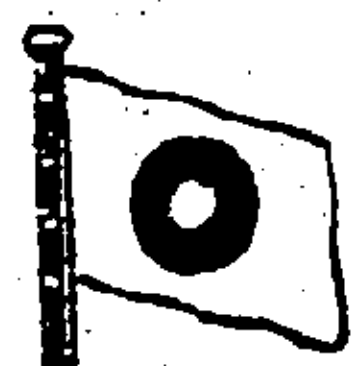
SINGAPORE.

For Particulars Please Apply to—

M. KOBAYASHI, Agent.

Tel. No. 141 & 151.

Top Floor, King's Building.



KUHARA SHOJI KAISHA, LTD.

KUHARA TRADING CO., LTD.

(Shipping Department).

HEAD OFFICE (Kobe).

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Taking Cargo on through Bills of Lading to Pacific Coast and Japan, China, India, Java, North and South America, also to Mediterranean.

SUBJECT TO ALTERATION WITHOUT NOTICE.

For further particulars apply to—

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Telephone No. 2108.

THE ADMIRAL LINE.

PACIFIC STEAMSHIP CO.

TRANS-PACIFIC FREIGHT SERVICE.

Operating the following U. S. Shipping Board Steamers.

For SEATTLE, TACOMA, VICTORIA, VANCOUVER.

(Calling at Shanghai and Kobe).

"CITY OF SPOKANE" ... About September 25th.
"OLEN" ... "October 14th.
"IONIAN" ... "October 22nd.
"SEATTLE SPIRIT" ... "October 25th.
"WATLAND" ... "November 1st.
"KIDGOTT" ... "November 30th.
"ORENOCQUER" ... "December 26th.

For PORTLAND direct.

(Calling at Shanghai and Kobe).

"COAXET" ... About October 5th.
"WAWALONA" ... "October 31st.
"NISHAMANA" ... "November 30th.
"MORGAN" ... "December 15th.

THROUGH BILLS OF LADING ISSUED TO OVERLAND COMMON PORTS.

FOR FREIGHT AND PARTICULARS APPLY TO

THE ADMIRAL LINE

Telephone 2477 & 2478

5th Floor, Hotel Manukau.

SHIPPING.

THE DOLLAR S. S. LINE.

SAILINGS FROM HONGKONG FOR

VANCOUVER

via MANILA & SHANGHAI

STEAMER "BESSIE DOLLAR" ... SAILING DATE about 10th Oct.

FOR SAN FRANCISCO U.S.S.B.B.

"WEST HEPBURN" ... Middle of Oct.
Through Bills of Lading issued to all parts of United States or Canada.

For particulars for freight apply to—

THE ROBERT DOLLAR Co.

GENERAL POST OFFICE BUILDING

TEL. 795.

THIRD FLOOR

792.

Lloyd Triestino

S.S. "GABLONZ"

Will be despatched on or about 19th September for Singapore, Penang, Colombo, Aden, Port Said & Trieste. (possibly calling at Bombay).

S.S. "NIPPON"

For Singapore, Colombo, Port Said and Trieste.

about end November.

First class passenger accommodation—single and double berth cabins also cabins with 3 berths at reduced rates.

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Agents.

NEW YORK DIRECT.

Joint service of the

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(Ocean S. S. Co., Ltd., & China Mutual S. S. Co., Ltd.)

AND

AMERICAN & MANCHURIAN LINE

(Ellerman & Bucknall S. S. Co., Ltd.)

Sailings from Hongkong.

"Teakai" ... via Panama ... 23rd Sept.
"Eurymedon" ... via Panama ... 11th Oct.
"Eurybatas" ... via Panama ... 7th Nov.
"City of Newcastle" ... via Suez ... 30th Nov.

Steamers proceed via Suez Canal or Panama Canal at Owners' option. Subject to change without notice.

For freight and particulars apply to

BUTTERFIELD & SWIRE or THE BANK LINE, LD, HONGKONG.

HONGKONG & CANTON REISS & CO CANTON.

JAVA PACIFIC LINE

OF THE

JAVA-CHINA-JAPAN LIJN.

Monthly Service between

NETH, INDIA, MANILA, HONGKONG & SAN FRANCISCO

The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers.

All steamers carry a duly qualified surgeon.

Cargo taken on through Bills of Lading to all Overland Points to the United States of America and Canada.

For particulars of Freight and Passage apply to the

Java-China-Japan Lijn.

General Managers,

Telephone No. 1574.

York Buildings.

THE AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS.
SAILING (SUBJECT TO ALTERATION).

Steamer.	Arrives Hongkong from Australia	Leaves Hongkong for Australia.
CHANGSHA	12th Sept.	18th Sept.

These steamers are fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc., and have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through for all Australian, New Zealand and Tasmanian ports.

For Freight or Passage apply to

Telephone No. 34.

Butterfield & Swire.

MOVEMENTS OF STEAMERS.

The N. Y. K. s.s. YOKOHAMA M. (European Line) left London for this port via the Suez Canal on the 23rd August, and is expected here on the 1st October.

The Admiral Line s.s. CITY OF SPOKANE, will arrive at Hongkong about September 18th, from Seattle via usual Japan ports and Shanghai.

The Admiral Line s.s. OLEN will arrive at Hongkong about September 30th, from Portland via usual Japan ports and Shanghai.

The N. Y. K. s.s. NIKKO M. (Australian Line) left Sydney for this port on the 2nd Sept., and is expected here on the 20th Sept.

The R. M. S. EMPRESS OF ASIA left Vancouver for Hongkong, via Japan ports, Shanghai and Manila, on the 4th Sept., and is due here on or about the 25th September.

The N. Y. K. s.s. TAMBA M. (European Line) left London for this port via the Suez Canal on the 9th Sept., and is expected here on the 18th Oct.

The Ben Line s.s. BENDORAN from Middlebro and London, left Singapore for this port on 13th instant, and may be expected to arrive here on or about 19th Sept.

The N.Y.K. s.s. KAGA MARU (European Line) left Singapore for this port on the 13th Sept., and is expected here on the 19th September.

The N. Y. K. s.s. HWAH-WU (Bombay Line) left Kobe for this port via Osaka and Moji, on the 13th September and is expected here on the 22nd September.

The N. Y. K. s.s. TENSIN MARU (Bombay Line) left Bombay for this port via Singapore on the 9th September, and is expected here on the 28th September.

The N.Y.K. s.s. HOSEI M. (Bombay Line) left Bombay for this port on the 9th Sept and is expected here on the 2nd Oct.

The N. Y. K. s.s. FUSHIMI M. (American Line) left Manila for this port on the 15th Sept. and is expected here on the 17th Sept.

The P. & O. s.s. JAPAN left Singapore for this port on the 14th instant, and is due here on the 20th instant.

The American and Manchurian Line s.s. CITY OF FLORENCE is due to arrive here about 5th October.

The American & Manchurian Line s.s. CITY OF NEWCASTLE is due to arrive here about 10th November.

The American & Oriental Line s.s. MINERIO is due to arrive here about 5th October.

The N. Y. K. s.s. IYO MARU (European Line) left Shanghai for this port on the 15th Sept., and is expected here on the 18th Sept.

The s.s. METHVEN arrived at Nagasaki, on 14th Sept. left there 15th Sept. and is due at Kobe on 17th Sept.

TIDE TABLE.

15th to 21st September 1919.

Day	High Water	Low Water
Mon. 15	10.15	4.15
Tues. 16	11.00	3.30
Wed. 17	11.45	2.45
Thurs. 18	12.30	1.30
Fri. 19	13.15	0.45
Sat. 20	14.00	0.00
Sun. 21	14.45	0.15

From morning to afternoon

VESSELS LOADING.

EUROPE, U.S.A., ETC.

Westwind	D. & Co.	Sept. 17
Changsha	B. & S.	Sept. 18
Iyo M.	N. Y. K.	Sept. 19
Gleniffer	J. M.	Sept. 21
Fushimi M.	N. Y. K.	Sept. 22
Tenkaiki	B. & S.	Sept. 23
Tango M.	N. Y. K.	Sept. 24
City of Spokane A. L.		Sept. 25
Nippon M.	T. K. K.	Sept. 25
Alaska M.	O. S. K.	Sept. 26
Chicago M.	O. S. K.	Sept. 30
Wakasa M.	N. Y. K.	E. of Sept.
Tjitarom	J. C. J. L.	Oct. 1
E. of Asia	C. P. O. S.	Oct. 2
Tsuyama M.	N. Y. K.	Oct. 2
Tenyo M.	T. K. K.	Oct. 2
Atsuta M.	N. Y. K.	Oct. 3
Coaxet	A. L.	Oct. 6
Nile	C. M.	Oct. 7
Ecuador	P. M. S.	Oct. 8
Bessie Dollar R. D.		Oct. 10
Eurymedon B. & S.		Oct. 11
Waban	A. L.	Oct. 11
Katori M.	N. Y. K.	Oct. 14
Olen	A. L.	Oct. 14
E. of Japan	C. P. O. S.	Oct. 15
Manila M.	O. S. K.	Oct. 15
Monteagle	C. P. O. S.	Oct. 19
Celebes M.	O. S. K.	Oct. 20
Iconium	A. L.	Oct. 22
Nikko M.	N. Y. K.	Oct. 22
Seattle Spirit A. L.		Oct. 23
Shinyo M.	T. K. K.	Oct. 23
Wawalona	A. L.	Oct. 31
Luzon M.	O. S. K.	B. of Oct.
West Hepburn R. D.	M. of Oct.	
Toyooka M.	N. Y. K.	E. of Oct.
Nanking	C. M. S.	Nov. 1
Wheatland	A. L.	Nov. 1
Khiva	P. & O.	Nov. 1
Saiyo M.	T. K. K.	Nov. 4
Colombia	P. M. S.	Nov. 5
Persia M.	T. K. K.	Nov. 10
Korea M.	T. K. K.	Nov. 10
West Munham A. L.		Nov. 16
China	C. M.	Nov. 22
Endicott	A. L.	Nov. 30
C. of Newcastle B. & S.		Nov. 30
Seattle M.	O. S. K.	M. of Nov.
St. Albans	E. & A. E.	Nov.

JAPAN, COAST PORTS, ETC.

Kwongsang	J. M. Co.	Sept. 16
Tillobas	J. C. J. L.	Sept. 16
Tjilwong	J. C. J. L.	Sept. 16
Wosang	J. M. Co.	Sept. 16
Haihong	D. L. Co.	Sept. 16
Chusan	B. & S.	Sept. 16
Yotorofu M.	N. Y. K.	Sept. 17
Chakasang	J. M. Co.	Sept. 17
Sinkiang	B. & S.	Sept. 17
Aki M.	N. Y. K.	Sept. 18
Kwaisang	J. M. Co.	Sept. 18
Choyang	J. M. Co.	Sept. 19
Kaga M.	N. Y. K.	Sept. 19
Loongsang	J. M. Co.	Sept. 19
Haitan	D. L. Co.	Sept. 19
Huichow	B. & S.	Sept. 19
Taksang	J. M. Co.	Sept. 19
Tungshing	J. M. Co.	Sept. 20
Nikko M.	N. Y. K.	Sept. 21
Kaijo M.	O. S. K.	Sept. 21
Hinsang	J. M. Co.	Sept. 23
Hwahwu M.	N. Y. K.	Sept. 23
Quinnabang	D. L. Co.	Sept. 23
Siam Maru	O. S. K.	Sept. 24
Itola	P. & O.	Sept. 24
Kaifuku M.	N. Y. K.	Sept. 25
Yuensang	J. M. Co.	Sept. 25
Indus M.	O. S. K.	Sept. 29
Tenshin M.	N. Y. K.	Sept. 29
Khiva	P. & O.	Sept. 30
Tjilatjap	J. C. J. L.	Sept. 30
Tsuruga	N. Y. K.	Sept. 30
Tjitarom	J. C. J. L.	Oct. 1
Unnan M.	O. S. K.	Oct. 1
Yokohama M.	N. Y. K.	Oct. 2
Hosei M.	N. Y. K.	Oct. 3
Dilwara	P. & O.	Oct. 3
Shimryu M.	N. Y. K.	Oct. 9

UNCLAIMED TELEGRAMS.

THE GREAT NORTHERN TELEGRAPH COMPANY, LTD.

The following Unclaimed Telegrams are lying here—

White, Kitano Maru, from Yokohama.
Yunsang, Queen's Road Central, from Shanghai.
Yunwaichong, Queen's Road Central, or (Zungwood 233 Queen's Road), from Shanghai.
Kachongyoun, from Shanghai.
Yingchee, from Amoy.
Keuitang Yingfooliong, from Shanghai.
Futehally, Hongkong Hotel, from Kobe.
Mr. Yuengen, 4th Floor 39, Midway of Canal Road, from Shanghai.
Hapingli, King Edward Hotel, from Peking.
Kwokchiu, 36 Battery Street, Yauwatti, from Amoy.
Liesheng Pharmacy, from Shanghai.
Hongwoosing, from Amoy.
Teenchowdong, Neehongdong, Vansee Street, from Shanghai.
Kwongshingcheong, from Takow.
Kwongwoshing East Des Voeux, from Amoy.
Tongkackhing, from Kobe.
Kienfong Co., Vanyesu Street, from Shanghai.
Chunzang, Woosung West Street, from Amoy.
Wadato, from T. Kio.
Manyuewing, from Amoy.
Ibarahyakuksu, Care Japan-ese Consulate, from Osaka.

T. KRING.

Superintendent,

Hongkong, Sept. 12, 1919.

EASTERN EXTENSION AUSTRALASIA & CHINA TELEGRAPH CO.

List of Unclaimed Telegrams lying in the E. E. Telegraph Office at Hongkong—
Capt. Kimura Sadahito, Steamer Banye Maru, from Alexandria.
Fullerton c/o American Consul, from New York.

Guest, Hongkong Hotel, from Singapore.
McKinley, Hongkong Hotel, from London.

Nanyang, from Bale.
Nathaniel, from Manchester.
Wallis, Hongkong Hotel, from London.

D. de H. FARRANT.

Superintendent,

Hongkong, Sept. 11, 1919.

CLOTH PROFITEERS.

The charge of profiteering brought against clothing manufacturers has called forth a letter to the Prime Minister and the Director of Raw Materials from Mr. Ben Turner, chairman of the Industrial Council

NEW ADVERTISEMENTS.

CIGARS CIGARS
JUST ARRIVED FROM HOLLAND A CONSIGNMENT OF
"FLOR DE ROELOFS"
FIRST CLASS DUTCH CIGARS
Apply for quotations and samples
sole Importers
"TRANSMARINA" Trading Company
Hotel Mansions.

NOTICE.
ROYAL HONGKONG GOLF CLUB.
CHAMPIONSHIP.
For players whose handicaps are 10 or under Match play over big course.
JUNIOR CHAMPIONSHIP
Cups for the Winner and Runner up have been kindly presented by Mr. H. J. Geddes & Mr. G. M. Young.
For players whose handicaps are 10 or over.
Match play over Big Course at Fanling.
Entries for Championship and Junior Championship close on Sunday 28th September on the lists at any of the Club Houses or at the Hongkong Club.
18 HOLE COMPETITION
against BOGEY
For a silver cup presented by "A Grateful Temporary Member."
Under handicap over the Big Course at Fanling on Sunday 28th September 1919.
Post entries.

NOTICE.
THE CHINA LIGHT & POWER CO., (1918) LTD.
Notice is hereby given to shareholders of the above named Company that the Transfer Books will be closed from Tuesday the 23rd September 1919, until Tuesday the 30th September 1919, both days inclusive.
SHEWAN TOMES & CO.
General Managers.
Hongkong, 16th September, 1919

CONSIGNEES.
NOTICE TO CONSIGNEES.
From KOBE.
THE Steamship
"CHAKSANG."
having arrived from the above Ports Consignees of cargo by her are hereby informed that all goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained.
Goods not cleared by the 21st instant will be subject to rent.
All broken, chafed and damaged packages are to be left in the Godowns where they will be examined. Claims against the steamer must be presented within 10 days of arrival otherwise they will not be recognized.
No Fire Insurance will be effected by us in any case whatever.
Bills of Lading will be countersigned by—
JARDINE, MATHESON & CO., LTD.
General Managers.
Hongkong, 15th September, 1919.

WANTED.
Teacher of dancing appropriate lessons. Day or night. State terms to Mr. J. J. G. Hongkong Telephone 1111.

CONSIGNEES.
NOTICE TO CONSIGNEES.
From KOBE
THE Steamship
"KWAISANG."
having arrived from the above ports, Consignees of cargo by her are hereby informed that all goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained.
Goods not cleared by the 22nd inst. will be subject to rent.
All broken, chafed and damaged packages are to be left in the Godowns where they will be examined. Claims against the steamer must be presented within 10 days of arrival otherwise they will not be recognized.
No Fire Insurance will be effected by us in any case whatever.
Bills of Lading will be countersigned by—
JARDINE, MATHESON & CO., LTD.
General Managers.
Hongkong, 15th September, 1919.

THE ADMIRAL LINE.
NOTICE TO CONSIGNEES.
THE Steamship
"COAXET."
having arrived from Portland, Ore. via ports, on Sept. 16th, 1919 consignees are hereby notified that their cargo is being landed at their risk into the Hazardous and/or Extra-Hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, and stored at consignees' risk.
Consignees of cargo must produce an Import Permit signed by the Superintendent of Imports & Exports, Hongkong before Bills of Lading will be countersigned.
All broken, chafed and damaged cargo is to be left in the Godowns, where it will be examined at 10 a.m. on Sept. 22th 1919 by the Company's Surveyors, Messrs. Goddard & Douglas.
All claims must be presented within 30 days of the steamer's arrival here, after which they cannot be recognized.
No claims will be recognized after the goods have left the Godowns, and cargo undelivered on and after Sept. 23rd, 1919 will be subject to rent.
No Fire Insurance whatever will be effected.
Consignees are requested to send in their Bills of Lading for counter-signature immediately.
PACIFIC STEAMSHIP CO.
5th floor, Hotel Mansion.
As Agents for U. S. Shipping Board.
Hongkong, 16th Sept. 1919.

NOTICE.
THE HONGKONG STEEL FOUNDRY CO., LTD.
Notice to Shareholders.
The Ninth Ordinary Yearly Meeting of Shareholders in the above Company, will be held at the Company's Office, St. Georges Building, Hongkong, on Tuesday the 30th September, 1919 at 11.30 a.m. for the purpose of presenting the Report of the General Managers, and Statement of accounts to 31st May, 1919.
The Transfer Books of the Company will be closed from 23rd September to 30th September 1919, both days inclusive.
GORDON & CO.
General Managers.
Hongkong, 16th September, 1919

NOTICE.
Permission given by His Excellency the Officer Administering the Government under section 10 of the Travellers Restriction Ordinance 1915.
On and after the 8th day of September, 1919—

(1) Persons who are in possession of such passports as are hereinafter mentioned and produce the same hereinafter mentioned are permitted by His Excellency the Officer Administering the Government to leave the Colony without a pass from the Captain Superintendent of Police.
(2) A British subject is permitted to leave the Colony, without a Police Pass, provided that he has in his possession a valid passport which has been issued or renewed within the last two years and provided that he produces such passport, on demand, on board of and prior to the departure of the steamer by which he is leaving.
(3) A Subject of a Foreign Power is permitted to leave the Colony without a Police Pass, provided that he has in his possession a valid passport granted by or on behalf of the Government of the Country of which he is a subject, and provided that he produces such passport on demand, on board of and prior to the departure of the steamer by which he is leaving.

HUMPHREYS ESTATE AND FINANCE CO. LTD.
NOTICE is hereby given that an Extraordinary General Meeting of Humphreys Estate & Finance Company Limited will be held at the Hongkong Hotel on the 24th day of September 1919 at noon for the purpose of considering and if thought fit approving the draft new Articles which will be submitted to the meeting. A copy of such Articles and a copy of the existing Articles may be seen at the Offices of the General Managers in Alexandra Buildings. In such copy the portions of the proposed New Articles which differ from the Old Articles are indicated by underlining in red ink.
Should the meeting approve of such Articles with or without modification the subjoined extraordinary resolution will be proposed.
"That the New Articles already approved by this meeting and for the purpose of identification subscribed by the Chairman thereof be and the same are hereby adopted as the Articles of the Company to the exclusion of and in substitution for all the existing Articles thereof."
Should the resolution be passed by the required majority it will be submitted for confirmation as a special resolution to a second Extraordinary General Meeting which will be subsequently convened.
By Order of the Board
G. RAPP
Secretary.
Hongkong, 9th September, 1919.

NOTICE.
The meeting of the Hongkong Cricket League, called for Wednesday next, September 17, has been postponed until Thursday, September 25.
THE INDUSTRIAL AND COMMERCIAL BANK, LIMITED.
Head Office: 6 Des Voeux Road Ckt. Haskov 2 bank: Panoff Building.
FOR THE YEAR TO COME
Precaution is important in all things. This applies to your own finances. The best way of providing for the future, freely, is by—
"OPENING A SAVINGS ACCOUNT WITH US."
\$1 to start.
SYSTEMATICALLY it will grow to THOUSANDS.
E. D. C. WOLFE.
C. S. P.
Hongkong, 5th September 1919.

NOTICE.
HONGKONG CORINTHIAN YACHT CLUB.
The Annual General Meeting of the above Club will be held at the Club House on Wednesday September 17th 1919 at 6 p.m.
H. C. RESKER.
Hon. Secretary.
Hongkong, 10th September, 1919.

NOTICE.
DOUGLAS STEAMSHIP CO., LIMITED.
The Ordinary General Meeting of the above Company will be held at the Company's Offices at Noon on Saturday the 27th inst. 1919.
The Transfer Books of the Company will be closed from the 19th to 27th instant both days inclusive.
DOUGLAS LAPRAIK & CO.
General Managers.
Hongkong, 11th September, 1919.

NOTICE.
HONGKONG CLUB.
An Extraordinary General Meeting of the members of the Hongkong Club will be held in the Club House on Thursday, the 18th September 1919, at 5 p.m.
Business:—As posted in the Hall of the Club.
By Order,
E. Des Voeux
Secretary.
Hongkong, 11th September, 1919.

NOTICE.
On and after Monday Sept. 15th 1919 the Pass office and the office for the Registration of Persons under Ordinance 6 of 1916 will be located at the Central Police Station and not at the Post Office Building.
—E. D. C. WOLFE.
C. S. P.
Hongkong, 12th September, 1919.

NOTICE.
KOWLOON CANTON RAILWAY.
The Public is hereby notified that on and from Tuesday September 16th, several important alterations will be made in the Timetable.
Timetables will be available on Saturday, 13th instant, and may be had on application at all stations and at the Head Offices, Kowloon and Canton.
By Order,
ROBERT BAKER.
Manager.
Kowloon, 11th September, 1919.

PUBLIC AUCTION.
THE Undersigned has received instructions to sell by Public Auction on
THURSDAY, the 18th September 1919.
commencing at 11 a.m.
at his Sales Rooms, Duddell Street
15 cases Cotton Italian
3 " Satins
4 " Black Venetians
5 " Lenos
Terms: Cash on delivery
Geo. P. LAMMERT
Auctioneer.

WISEMAN LIMITED.
The Best Tiffin in town To-day is at
WISEMAN'S.
Usual Price \$1.00
Punch tickets for 30 meals \$25.00.
WISEMAN LTD.
Tel. 407.

PUBLIC AUCTION
of
A Valuable Collection of Antique China & Curios
THE Undersigned has received instructions from Mr. Lah Ven Kee to sell by Public Auction on
WEDNESDAY & THURSDAY, the 17th & 18th September 1919
commencing each day at 2.30 p.m.
at his Sales Rooms, Duddell Street.
A Valuable Collection of Antique China & Curios
from the Sung to Towkwong Dynasties, comprising—
5-coloured, 3-coloured, blue & white vases, plates, bowls, flower pots, incense burners, figures, porcelain plaques, red lacquer vases, famille rose screens, very fine crystal vase & agate ornaments, snuff bottles, jade ornaments, old bronzes etc. etc. etc.
also
A Few Pieces of Soochow Redwood Ware.
N. B. The Undersigned will give one week guarantee as to the genuineness of the articles offered.
On view from Tuesday, the 16th inst.
Catalogue will be issued.
Terms: Cash on delivery.
Geo. P. LAMMERT,
Auctioneer.

NOTICE.
KOWLOON CANTON RAILWAY.
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Timetables will be available on Saturday, 13th instant, and may be had on application at all stations and at the Head Offices, Kowloon and Canton.
By Order,
ROBERT BAKER.
Manager.
Kowloon, 11th September, 1919.

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A Few Pieces of Soochow Redwood Ware.
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Geo. P. LAMMERT,
Auctioneer.

BRITISH SHIPBUILDING OUTPUT.

LESS THAN IN WAR.
Sir Leo Chiozza Money contributes the following article to the *Daily News*.
While enormous expansion is exhibited in American shipbuilding output, the production of British yards since the armistice has been most disappointing and calls for serious explanation.
In the twelve months to October, 1918, in spite of the fact that there were grave and, in part, insurmountable difficulties in regard to supplies of materials, and although the larger number of men employed on shipbuilding and marine engineering had necessarily to be devoted either to repairing war vessels, or to repairing the ships damaged by German submarines and mines, British shipyards actually produced 1,582,000 gross tons of new merchant shipping.
Here are the facts relating to output in that period, month by month.

SHIPBUILDING OUTPUT.
(12 Months to October, 1918.)

Month	Gross Tons
November 1917	159,000
December 1917	112,000
January 1918	59,000
February	100,000
March	163,000
April	112,000
May	192,000
June	134,000
July	142,000
August	124,000
September	145,000
October	136,000
Total	1,582,000

It will be remembered that these figures were the subject of fierce criticism, and many people did not hesitate to say that far better figures would have been recorded but for the "dead hand of State control."
As a matter of fact, the figures, in the circumstances, was a splendid one, for our record output of shipbuilding in the boom year, 1913, was no more than 1,900,000 tons.

"GO AS YOU PLEASE."
The very moment the armistice was concluded, shipbuilders and shipowners were set free, as far as it was possible, to do what they liked. The standard ship programme was shut down, the ships sold on the stocks to private shipowners, and leave given to alter them in any way to suit the fancy of the purchaser. No more contracts were made by the Government, and shipbuilders were at liberty to take any new orders they could get from private capitalists.
It is of interest to see what has been achieved since the release from control. In the following table actual results are given for November, 1918, and for January to June, 1919. In these eight months the actual output of the yards was only 829,000 tons, as compared with 1,035,000 in the corresponding eight months of the previous period, under State control. I have added reasonable estimates for the remaining months down to October, 1919. If these estimates are realised (and it is by no means certain that they will be), the output for the twelve months will be only 1,389,000 tons, or 193,000 tons less than in the previous twelve months!

SHIPBUILDING OUTPUT.
(12 Months to October 1919. Partly Estimated.)

Month	Gross Tons
November 1918	105,000
December 1918	118,000
January 1919	67,000
February	30,000
March	126,000
April	105,000
May	140,000
June	138,000
July (estimated)	140,000
August (estimated)	140,000
September (estimated)	140,000
October (estimated)	140,000
Total	1,389,000

These figures will greatly surprise the public. What is the explanation?
THE MEN EMPLOYED.
To get a clear view of the pre-armistice situation it is necessary to remember that the majority of the men were then engaged on war work or repair work. Here are the facts as to the numbers employed—
Men employed in Shipyards and Marine Engine Works (including repairs).
In August, 1914 250,000
In October, 1918 381,000
Added during the war and before the armistice 131,000

VICTIM OF GERMAN BRUTALITY.

Mr. Oddie held an inquiry recently at Westminster, into the death of Private Percy Cyril Durrant, 27, East Surrey Regiment, lately residing at Clapham Junction, who was found dead on the South-Eastern and Chatham Railway, near Charing Cross Station. The widow stated that her husband joined the Army in October, 1914, and went to France November, 1916. Taken prisoner in the following year, he was compelled to work in the German coal mines, where he was badly treated. He was repatriated and discharged, but re-enlisted last May. She last saw him on Peace Day. George Plumb, foreman plate-layer on the South-Eastern and Chatham Railway, who found the body, said that the man must have climbed through the girders of Hungerford Bridge, crossed four sets of metals, and deliberately placed his neck on the rail. The Coroner said he was of opinion that the bad treatment Durrant received while in the hands of the Germans affected his mind and made him irresponsible for his actions. He recorded a verdict of "Suicide while of unsound mind."

These 381,000 workers were in Oct. 1918, employed as follows:
On New Naval Construction 145,000
On Naval Repairs 53,000
On Merchant Repairs 66,000
Leaving for new merchant work only 116,000

Total... 381,000
Of 381,000 workers, only 116,000 could be spared for new merchant work, because it was obviously necessary to construct war vessels and to repair war vessels and merchant ships rather than to construct new merchant ships. These figures could not be published until the armistice, but they are now at the disposal of the public, and I invite the public to take note of them.

As soon as the war was over, the sinking, and what was quite as important, the putting out of action of merchant ships, by torpedoes which failed to sink ships, stopped also. It is true that a balance of repair work was left but no new repair work of that kind was added. Also, the repairing of naval vessels fell off, so that increasingly men were set free to be devoted to new merchant shipbuilding.
It was naturally expected, therefore, that 1919 would give us a fine merchant output. Early in the year, indeed, 2,500,000 tons were counted upon. Yet we see that the result will be at least 1,000,000 tons short of this, and actually less than last year.

CARGO SHIPS FIRST.
To my mind, it is a thousand pities that the standard ship programme was stopped, and that the "go as you please" policy was substituted. As a natural result, vessels were delayed and ships were put in hand of a kind which the nation as a whole least wanted. For some time, at any rate, British shipyards should have been almost wholly devoted to the production of cargo vessels, for more ships of this kind are a supreme necessity.

The standard ship programme had got well under way, and was a great success, although it was denounced by interested persons. The worth of those denunciations may be gathered from the fact that profiteers who labelled the standard ships as now buying them and forming companies to make huge profits out of them, as the reader can see by following the company prospectuses in the papers day by day.

It is with ships as with food. De-control came too soon, and the best interests of the nation are sacrificed in order that the interests and profits of private individuals may be satisfied.
Some comfort is to be found in the fact that the figures for ships "under construction" are rising. "Under construction," however, is not the same thing as production, and it is obvious that the substitution of more complicated and heterogeneous vessels for the plain and straight-forward standard programme must, in a given time, give us fewer tons for our all-essential purposes.

It remains to add that the latest American returns show that American shipbuilding has advanced to 4,500,000 tons gross per annum.
Yet our only shipyards on the American model, those at Chester, Beaulieu, and Portsmouth, are frustrated in development because they belong to the British people. We can still, if we please, retain maritime supremacy, but we lack national concentration of shipbuilding.

OUR MANILA LETTER

(From Our Own Correspondent.)

Manila, September 12. Announcement has been made that the Bureau of Customs of the Insular Government will discontinue handling of cargo at the piers on the Manila water front, if a private company operating under government lease can be secured with sufficient financial backing to take over the work. The matter is receiving the close attention of the steamship representatives here and is said to have the entire approval of Collector of Customs Aldanes. It is understood that under the new plan the Pier Company will be responsible for the upkeep and repair of the arrastre plant.

A. C. Morton, general agent of the Pacific Mail & Co. in Manila, and chairman of the Associated Steamship Companies here, is one of those who is most confident that the new scheme will result in a greatly improved service at this port and in the facilities for handling cargo.

While the steamship companies represented here do not wish to be parties to the proposed company, they are actively supporting the plan and may give financial assistance in case a stock company is formed. The Luzon Stevedoring Company has been approached to handle the business, but it is reluctant to do so in view of the large amount of capital which would be necessary. If the plan goes through it is thought that freight conditions at the local water front will be greatly improved.

Through the assistance of the Bureau of Insular Affairs at Washington the insular government has arranged to buy 3,000 tons of rice from Saigon to relieve the serious food shortage which is developing here and which promises to become acute in view of the losses to growing crops entailed by the recent floods. It is likely that arrangements will be made to bring part of the shipments, at least, direct from Saigon to ports in the Visayan islands, where there have been reports of riots and incendiarism aimed especially against Chinese retail rice dealers.

German residents of Manila who were deported in 1917 and 1918, are returning to the Philippines. A number have already arrived, and others are coming on succeeding transports, according to advices received. While many of these Germans had property here which was disposed of by the U.S. alien property custodian, they are still bound to the Philippines by family ties, many of them having Filipino wives and children, or have reason to suppose that they will be able to re-enter business here.

The court of first instance of Manila has allowed the Atlantic Gulf and Pacific Company 140,400 pesos for the salvaging of the Japanese steamer *Kyodo Maru*, which grounded on the Manila harbour breakwater in October of last year. The award was made against the Uchida Kisen Kaisha.

Julean Arnold, commercial attaché to the American embassy at Tokyo, and Mrs. Arnold are visitors in Manila on their way to the United States.

Three persons were drowned in the sinking of the sea-going schooner *Benedict* of the Tabacalera Company, in a waterspout off Occidental Negros on September 5.

Burke F. Ward, a representative of the Chicago chamber of commerce, is a visitor in Manila, studying possibilities for extending American foreign trade. He will visit Hongkong and other China coast cities.

"SALARIES" OF 7s. 8½d. A WEEK.

The Hunts Divisional Labour Party has passed a resolution protesting against the "disgraceful and scandalous salaries paid to teachers by the Hunts education authority." The secretary of the party states there are two teachers receiving 7s. 8½d.; 19 receiving 17s. 3½d.; 36 less than £1; and 32 receiving less than 25s. per week.

AMERICA AND PEACE TREATY.

SENATORS CLASH.

Washington, August 5.—In the hearings on the economic sections of the Versailles Treaty, the Senate Foreign Relations Committee got into a sharp argument today over the League of Nations, during which Chairman Lodge declared repeated attempts to secure information on the League from President Wilson had been unavailing.

"The President," said Senator Lodge, "has never offered to come before this committee. He only sent a telephone message saying he would be glad to have the committee come to the White House. We have called for paper after paper and he has not sent one."

Senator Fall, Republican, New Mexico, remarked that the committee did see the President at the White House on his first return from France, but had failed to secure from him any important information. Democratic members of the committee replied, and the argument became so sharp that the chairman had to rap for order.

The clash interrupted the testimony of Mr. Norman Davis, economic adviser to the Versailles Conference, regarding reparations clauses of the Treaty and was accepted by some Senators as a foretaste of what is to be expected when Secretary Lansing appears before the committee to-morrow.

Mr. Davis told the committee that he regarded it as likely that Russia would participate in the indemnity to be paid by Germany in the event that it organized a stable Government.

"Russia made a tremendous contribution toward winning the war," Mr. Davis said, "and it was the general feeling that the door should not be closed completely to her in the event a stable Government was organized."

Mr. Davis testified that the real reasons why the Peace Conference set no definite reparation total for Germany to pay were "largely political."

Asked what he meant by political reasons, Mr. Davis said:

"The people of Europe are still suffering from shell shock. They have been carrying tremendous burdens and have been led to assume Germany would take over a large part of their burdens. They even have been led to believe they would receive more than Germany's bill would amount to."

The witness thought it would take about two years to reach a final agreement as to Germany's total bill. "It was largely a question," he said, "of how much the Powers could afford to have Germany pay. To increase her resources she must curtail imports and enlarge her exports. Great Britain and France would become a dumping ground for her exported products. If it was decided Germany should pay \$40,000,000,000, I think by the time she had paid \$10,000,000,000 or \$15,000,000,000, those Governments would be squealing to have her quit."

Mr. Davis said the American delegates had fixed a definite amount they thought Germany should pay, but he doubted the advisability of saying publicly what that total was, as the matter must be a subject of future negotiation. He agreed to tell the committee later in confidence.

NAVAL SECRETS.

The Admiralty calls the attention of all persons who have served but are no longer serving in the Naval Service or in any capacity in the Naval experimental research or other establishments, to the fact that whereas in many cases their technical knowledge of various subjects has been considerably increased during their period of service, no information gained through their acquaintance with the details of service technical apparatus, or in any other way consequent upon their serving under the Admiralty, must be divulged without the consent in writing of the Admiralty. Such divulgence may be in contravention of the Official Secrets Act, to the penalties and obligations of which attention is accordingly drawn. In the event of its being desired to publish, or otherwise make use of for scientific, commercial or other purposes, any information gained during service under the Admiralty, application should be made to the Secretary of the Admiralty with a view to obtaining the Board's consent to such disclosure taking place.

COMMERCIAL NEWS.

OFFICIAL DISCOURAGEMENT OF SPECULATION.

The application made some time ago by the Hiroshima Rice Exchange for permission to increase its capital has been rejected by the Government. It will be remembered the Exchange decided some time ago to convert itself into a stock exchange, increasing its capital from ¥100,000 to ¥1,000,000 from January next year for this purpose, and applied for the necessary permission. The Government, however, after due consideration, has now replied that although the alteration of the business organization as proposed is permissible, it can not grant permission for the increase of capital. This official attitude is assigned to the fear that such excessive enlargement of local exchanges is likely to further stimulate speculation, form the effect of which the masses of the people are already severely suffering. An example of how much they suffer has already been given by Mr. Muto, of how the brokers get a profit of 60 per cent. on yarn before it even reaches the wholesaler. Every means by which the Government can discourage brokerage will help to keep prices down.

WORLD'S SPINNING INDUSTRY.

In view of the tremendous rapidity with which the Japanese capitalists are floating new spinning ventures, as already reported, and of the growing public indignation of the mercenary carry on their industry, it is interesting to note that the question of the spinning industry is now inviting many expert opinions both in regard to the proper running of the industry and to its future prospects, says the *Japan Chronicle*. So far as the world's spinning industry is advancing in its prosperity, as reports from different parts of the world certify, the Japanese spinners will not be discouraged in their "pushing-to-the-front" policy for the promotion of their industry. The spinners in this country are now seriously considering the best means to compete with foreign mills as well as with each other. Particularly are they keen on finding new markets abroad for their manufacture besides supplying domestic needs. The trouble, however, is that the Japanese spinners must get supplies of raw materials from abroad, such as from India and America. This, in their opinion, very greatly handicaps the full development of the industry in this country, which would otherwise be quite possible (Somehow Lancashire puts up with it).

In this connection, it is interesting to note the actual condition of the spinning industry in the world. In spite of the war, the number of the world's spindles shows an increase of about 2 per cent. amounting to 2,945,000 in number as compared with pre-war times. Investigated individually, however, Europe shows a decrease of 2,298,000 spindles on account of the "partial" devastation of mills in Belgium and France through the war. This decrease in Europe is counterbalanced by an increased of 978,000 spindles in Japan, 667,900 in China, of 2,791,000 in America and of 407,000 in Canada. Hence the increase already mentioned. Below are given the more interesting parts of the figures relating to the above statements:

	1912-13	1919-19
spindles.	spindles.	
Europe	1,103,129,000	1,002,821,000
N. America	33,111,000	36,309,000
S. America	2,392,000	2,415,000
Asia &c.	10,208,000	12,229,000
Total	1,148,840,000	1,151,785,000

It will be seen that although the industry in Europe was much damaged by the war, it still occupies a supreme position in the world, and that in spite of its small area in proportion to Asia and America. The possible post-bellum development of the European industry is therefore promising, and this fact is drawing considerable attention among the Japanese spinners, to say nothing of the spinners in other parts of the world. It may be added that for the smooth operation of vast numbers of world's spindles, as mentioned above, 14,500, to 15,000,000 bales of cotton (by American reckoning) are necessary. Now that cotton is not used for war explosives the crops should prove ample.

MALAYA AND THE WAR.

GOVERNMENT ASSISTING EX-SERVICE MEN.

The Straits Times is informed officially that the Government of the F.M.S. is prepared to consider applications for the grant of agricultural land from officers and men who left Malaya or other countries to serve in His Majesty's Army, Navy or Air forces in the present war, and have subsequently obtained employment in Malaya. The Government is also prepared to give financial assistance for the development of such land.

Applicants must have some employment in this country or be in possession of private means to maintain themselves while their land is unproductive. They must also obtain the consent of their employers to their taking up the land and must furnish a medical certificate to the effect that their health will permit of their continuing to reside in this country.

No one applicant can be granted more than 100 acres of land under this scheme. The land will be granted free of premium, and fees for survey or preparation of title, and will be subject to annual quit rent at the rate of 10 cents an acre.

These terms will remain in force so long as the land is registered in the name of the original applicant or his heirs. If the land is transferred to another person or corporation, premium and survey fees, will at once become due and rent will be payable at the current rates.

Not less than 25 acres must be planted up in each of the first four years following the date of approval of occupation of the land. The Government will lend up to \$25,000 for the development of each 100 acres of land, payable in instalments spread over five years. This loan will be secured by a charge on the land, will bear interest at 6 per cent. per annum, and will be repayable by instalments, the first instalment normally falling due in the eighth year and the final instalment being payable in the twelfth following year the date of entry on the land.

U. S. MINISTER TO CHINA.

WHY HE RESIGNED.

Peking, September 4.—According to information from the Chinese Legation and the State Department, the resignation of Dr. Paul Reinsch, American Minister to China, is closely connected with the outcome of the European settlement of the Shantung question. It appears that when Dr. Reinsch was instructed by the State Department to induce the Chinese government to break off diplomatic relations with Germany and Austro-Hungary in 1917 the United States did not promise to protect Chinese sovereign rights in the Paris peace conference, but Dr. Reinsch, by permission of the Washington government, verbally assured Marshal Tuan Chi-jui who was Premier of China, that the United States would do her utmost to assist the Peking government to secure a seat in the peace conference and support China's demands on the Central Powers.

Acting on this strong promise of the American Minister in Peking, the Chinese delegates C. T. Wang and Wellington Koo presented China's case demanding direct restoration of Kiaochow and German rights in Shantung to China to the peace conference in May last. The subsequent European settlement of the Shantung issue entirely in favor of Japan was a great surprise to Dr. Reinsch who, within one week of the final solution in Paris, sent his resignation to the State Department.

The final settlement of the Shantung cases was made by the Big Four on May 30 and Dr. Reinsch's resignation reached the State Department on the June 6 last. In justice to President Wilson and Dr. Reinsch who are friends of the Chinese people in their hard struggle for national existence, it must be remembered that the existence of secret agreements between Japan and the European Allies concerning Shantung was not known to the American government and people until they were disclosed to President Wilson on May 25 by Baron Makino in the presence of Dr. Koo, the Chinese delegate, during the course of their controversy about Shantung.

THE VICTORIA.

PACKED HOUSES EVERY NIGHT.

TO-NIGHT AGAIN CHARLIE CHAPLIN

IN "SHOULDER ARMS"

ONE LOUD LAUGH FROM START TO FINISH.

CHILD BEAUTIES OF BRITAIN.

"NEARLY ALWAYS FAIR," SAYS THEIR PAINTER.

Two hundred of Britain's most beautiful children are to have their portraits exhibited in London during October. The exhibition will be held in the ballroom at the Savoy Hotel, and profits are to go to the Babies of the Empire Training Centre.

All the portraits have been painted by Mr. E. Easton Tayler during the past seven or eight years, many of the small sitters being the children of very well-known people. At his studio at Notting Hill-gate Mr. Tayler told a *Daily News* representative some of the things he has noticed about pretty children.

All his observations—ranging over many hundreds of children of well-to-do parents—is that really beautiful English children are nearly always fair. "Out of at least fifty children I have selected for painting on account of their looks I think, I may safely say that not more than half a dozen could be described as dark," he remarked.

DOMINANT SAXON STRAIN.

"That is, certainly not due to my admiring the blonde type more than the brunette, because all my personal inclination is in the opposite direction. I prefer painting dark people to fair people because they generally have more vivacity of expression."

"My experience plainly points to the flaxen-haired, blue-eyed Saxon strain being still dominant in the race though it is necessary to allow for the fact that the first thing I look for is 'breed.' This means that my final selection is largely made from one class of the population only—the people we call 'gentlefolk.'"

Mr. Tayler finds English children wonderfully good sitters as a rule. French children, of whom he has painted a great many in Paris, are bad sitters on account of their vivacity and nervous energy.

BEFORE THE CAMERA CAME.

At the same time he pleads guilty to an artistic and temperamental antipathy to the stolid child who is merely pretty in a doll-like way. There are plenty of these in England.

"Are English children of to-day as beautiful as the children Romney, Gainsborough and Reynolds used to paint?" the artist wondered. "But were there ever such children in real life?" he went on. "You must remember that in those days there was no photography to make people critical upon the score of a good likeness. The portraits were idealisations. Allowing for this, I think the standard of child-beauty is at least as high now as ever it was."

Mr. Tayler works (as is necessary with child sitters) very rapidly, three sittings of about an hour and a quarter each being generally found sufficient. Most of the portraits in his exhibition will be in water-colours.

SIR J. HUNTER RESIGNS.

Sir John Hunter, Administrator of Works and Buildings in the Air Ministry, has tendered his resignation, which has been accepted by the Secretary of State, in view of the progress made in clearing up the war work of the Ministry and the desire of Sir John Hunter to return to his private business as soon as possible. The cordial thanks of the Air Council have been conveyed to Sir John Hunter for his efficient services.



Your Car Is Judged by Its Finish

If the finish is kept in good condition your friends think you have a dandy car—but if it is allowed to get dull and grimy—it gives a poor impression—no matter how good the car may be mechanically.

JOHNSON'S "Liquid" PREPARED WAX

Johnson's Prepared Wax is now being made in Liquid Form—it polishes instantly with but very little rubbing. You can go over a good sized car in half an hour. If the finish is stained, greasy or grimy, clean it first with Johnson's Cleaner—then polish with Johnson's Prepared Wax Liquid.

A Dust-Proof Auto Polish

Johnson's Liquid Prepared Wax imparts a hard, dry, glasslike polish which does not collect or hold the dust. It preserves the varnish and protects it from the weather, adding years to its life and beauty. It covers up marks and scratches—prevents checking and cracking—sheds water—and prolongs the life of a "wash."

Splendid for Furniture

Johnson's Liquid Prepared Wax cleans and polishes with one operation. It will quickly and permanently remove that black, cloudy appearance from your Piano, Victrola, and Mahogany Furniture. Just the polish and protection you need for your floors and linoleum.



THE UNITED ASBESTOS
ORIENTAL AGENCY,
LIMITED.
Sole Agents.

MOTORING IN FRANCE.

PRE-WAR SUMMER TOURS REVIVED.

Motor touring on the Continent, a favourite summer pastime in pre-war days is being revived. Before the war anything from 500 to 1,000 motoring parties a month left this country for the Continent during the summer months. The traffic this year has not, of course, reached anything like its pre-war volume in view of the very necessary restrictions upon foreign travel still in force. Passports are still a difficulty. Nevertheless, quite a large number of motoring parties have gone over the water during the past few months, and the figures for August are likely to be higher still.

An official of the Automobile Association informed a representative of the *Times* recently that during June the Association made 211 arrangements for parties of motorists to visit the Continent, and that the number of parties actually leaving for the Continent was 115. In one week two motor boats full of motorists left for France. The parties are going chiefly to Brittany, the Ardennes, and the South of France. Rooms

intending to visit Paris and the battlefields require to have their passports viced at the Military Permit Office, Bedford-square. It is stated that the British military authorities are not anxious to encourage many motoring tours in the battlefields area yet awhile, as it is not ready for tourist traffic, which also tends to interfere with the work of restoration.

Provided passports can be obtained, there are no particular difficulties confronting the intending tourist. The Automobile Association makes the way easy for him. It undertakes to ship cars, supply Customs papers, furnish international driving licences, procure tickets, provide petrol at the port of arrival on the Continent, and generally to assist motorists in every way.

In France a heavy duty amounting to 70 per cent. on cars entering the country, and refunded on re-exportation, has been levied on automobiles since the war. This has caused a considerable increase in the number of cars entering the country, and the Automobile Association has been able to secure a large number of cars for hire at a very low price. The parties are going chiefly to Brittany, the Ardennes, and the South of France. Rooms

NOTICE

YOUR TELEPHONE!

THE OPERATORS AT CENTRAL ARE READY TO SUPPLY YOU WITH QUICK SERVICE. HELP THEM AND YOURSELF BY OBSERVING THE FOLLOWING SIMPLE RULES—

WHEN CALLING. SPEAK SLOWLY AND DISTINCTLY WHEN GIVING YOUR NUMBERS TO THE OPERATORS.

EMPHASIZE THE FIVES AND THE NINES WHEN ANSWERING. ANSWER PROMPTLY AND SAY WHO YOU ARE.

DON'T LET YOUR COOLIE ANSWER FOR YOU.

THE CHINA & JAPAN TELEPHONE & ELECTRIC COMPANY LIMITED.

NOTICE

SAVARESS'S SANTAL CAPSULES

PHYSICIANS RECOMMEND THEM
OF ALL CAPSULES. Made in London.

RAMSAY & CO.

WE HAVE A LARGE SELECTION OF TYPEWRITERS ALWAYS IN STOCK AND SOLICIT YOUR KIND INSPECTION.

WE SPECIALISE IN TYPEWRITER REPAIRS WHICH ARE EXECUTED BY EXPERT MECHANICS.

WE ARE IN THE BEST POSITION TO SUPPLY TYPEWRITERS REQUISITES. SEND US YOUR ORDERS FOR RIBBON, CARBON PAPER, ETC.

NOTICE

Yorkshire Insurance Co., Limited.

ESTABLISHED 1884.

The Undersigned AGENTS for the above Company are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES & CO. AGENTS.

THE HONGKONG & SOUTH CHINA WAR SAVINGS ASSOCIATION.

APPLICATION forms for Membership of the above Association may be obtained from all the Banks or from the undersigned.

THE UNION INSURANCE SOCIETY OF CANTON, LTD.

Honorary Secretaries & Treasurers.

Hongkong, 15th January 1919.

PEAK TRAMWAYS CO. LTD.

TIME TABLE

WEEK DAYS.

From	To	Time
10.00 a.m.	10.30 a.m.	Every 10 min.
10.30 a.m.	11.00 a.m.	10 min.
11.00 a.m.	11.30 a.m.	10 min.
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4.00 p.m.	4.30 p.m.	10 min.
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NIGHT CARS.

3.30 p.m. to 9.00 p.m. 2.30 p.m. to 9.30 p.m. to 11.30 p.m. every 30 minutes 11.45 p.m.

SATURDAY EXTRA CARS.

12.00 midnight.

SUNDAYS.

2.30 a.m. to 3.30 a.m. Every 15 min.

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2.30 p.m. to 3.30 p.m. 10 min.

3.30 p.m. to 4.30 p.m. 10 min.

4.30 p.m. to 5.30 p.m. 10 min.

5.30 p.m. to 6.30 p.m. 10 min.

6.30 p.m. to 7.30 p.m. 10 min.

7.30 p.m. to 8.30 p.m. 10 min.

8.30 p.m. to 9.30 p.m. 10 min.

9.30 p.m. to 10.30 p.m. 10 min.

10.30 p.m. to 11.30 p.m. 10 min.

11.30 p.m. to 12.30 a.m. 10 min.

12.30 a.m. to 1.30 a.m. 10 min.

1.30 a.m. to 2.30 a.m. 10 min.

2.30 a.m. to 3.30 a.m. 10 min.

3.30 a.m. to 4.30 a.m. 10 min.

4.30 a.m. to 5.30 a.m. 10 min.

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10.30 p.m. to 11.30 p.m. 10 min.

11.30 p.m. to 12.30 a.m. 10 min.

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